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# THE AMERICAN

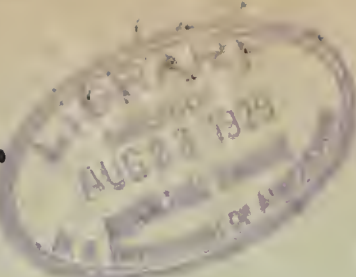
## ELEVATOR AND

# GRAIN TRADE

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Department of Agriculture



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VOL. XLVIII 431 South Dearborn Street, Chicago, Ill., August 15, 1929 NO. 2

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We want your business but we want it on a basis that will pay you as well as ourselves. We want it because we have proper facilities for handling it.

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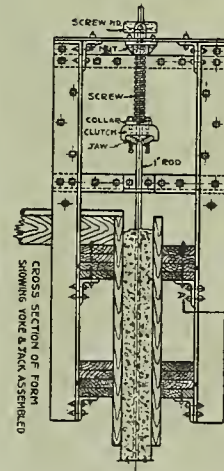
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Can easily add Twenty-Five cents an Hour to the value of a man's time who uses it in unloading Coal or Grain from box cars. Hence, in two weeks' use the Scoop-Truck will pay for itself and cost you nothing for its use thereafter. It will last for years and save the wearing out of a dozen common scoops in doing a like amount of work. Hundreds have tried it and will certify to the truth of these statements. Why not order now, and let the Scoop-Truck be giving itself to you?

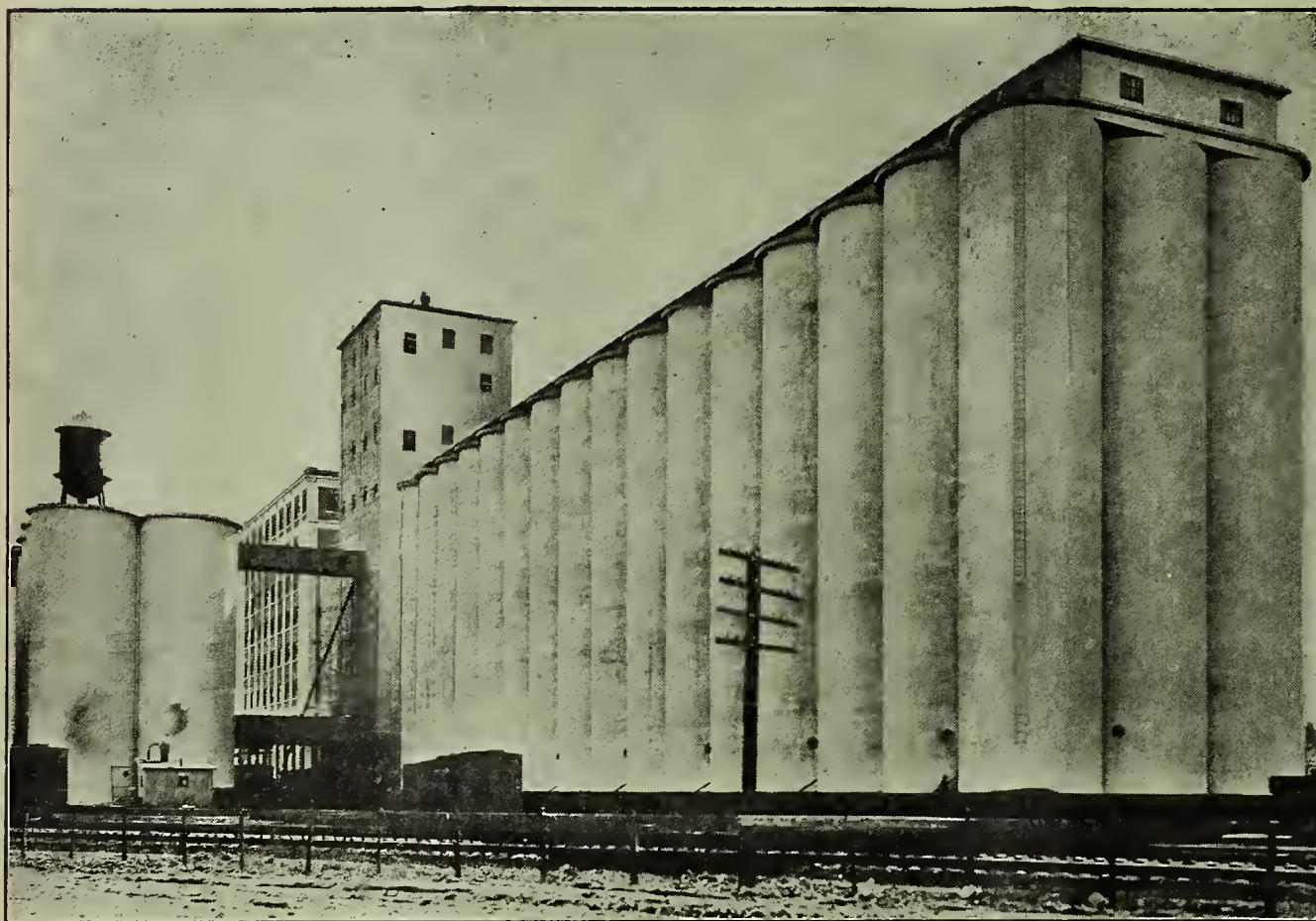
Patented July 30, 1907

PRICE: \$15.00 F. O. B. cars at factory  
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# Another great grain elevator using Diamond-made grain belts



*Red Star Milling Company's three million bushel elevator at Wichita, Kansas. Horner & Wyatt, Consulting Engineers. Machinery (including Diamond Grain Belts), by Webster Manufacturing Company*

**I**N this great plant of the Red Star Milling Company at Wichita, Kansas, one 36" and two 30" 5-ply Diamond Grain Belts receive and handle the grain. The cleaner leg is equipped with a Diamond Elevator Belt, 26" 7-ply, and there is also a 16" elevator belt included in the lay-out.

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a total storage capacity of three million bushels, and to double its receiving and handling capacity.

Diamond Grain Belts are chosen by acknowledged experts for installations of this sort, because they have age and wear resistance built into them by the use of the best belt fabrics, combined with non-oxidizing rubber compounds. They stand the test of time.

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*Supplies the country from these eleven service centers*

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**T**HIS ADDITION to the storage of the Red Star Milling Company gives this concern a total storage capacity of 3,000,000 bushels. The new section houses one half of this aggregate capacity, that is, 1,500,000 bushels, and gives a larger elevator capacity than any flour mill operating in the Southwest

# Diamond

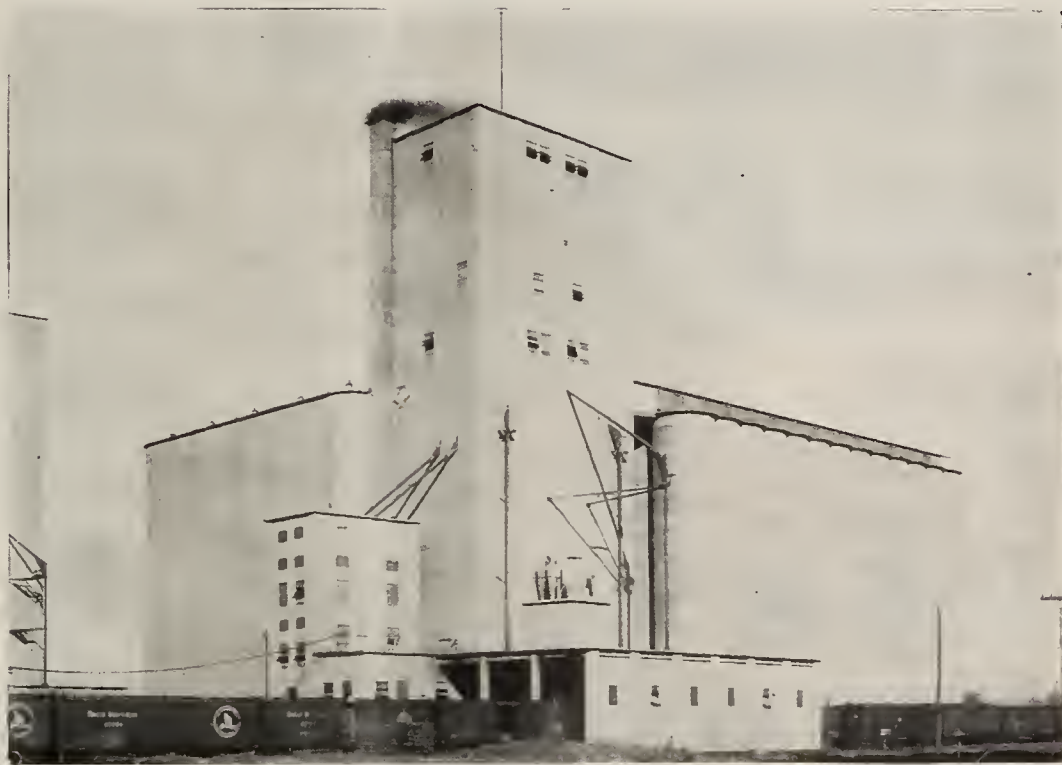
**RUBBER BELTING**



**HOSE · PACKING**



# Dependable Grain Handling Equipment



With this new addition of 500,000 bushel capacity, The Terminal Grain Co., of Sioux City, Iowa, now has a total storage of 1,000,000 bushels. Webster furnished and installed complete conveying and transmission equipment in this new addition.

## For Over 50 Years

The names of Webster and Weller have been familiar to the grain trade as manufacturers of high grade machinery. During this period most of the large, as well as the smaller Elevators have depended on us for their elevating, conveying and power transmitting machinery.

That it has served its purpose well, is attested by the fact that when an elevator increased its capacity, Webster or Weller machinery was usually specified.

Because it is better fitted and more carefully designed it reduces installation costs and difficulties; also reduces renewal and repair bills.

## A Few of Our Products

Apron Conveyors	Elevator Boots	Power Shovels
Belt Conveyors	Elevator Casing	Car Pullers
Chain Conveyors	Elevator Heads	Dock Spouts
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Bucket Elevators	Malleable Chain	Sprockets
Elevator Buckets	Friction Clutches	Gears
Etc.		

Whether you plan a large or small elevator, or add a new unit, the experience of Webster and Weller Engineers is available for the asking.

*For equipment plans for your project, consult with us.*

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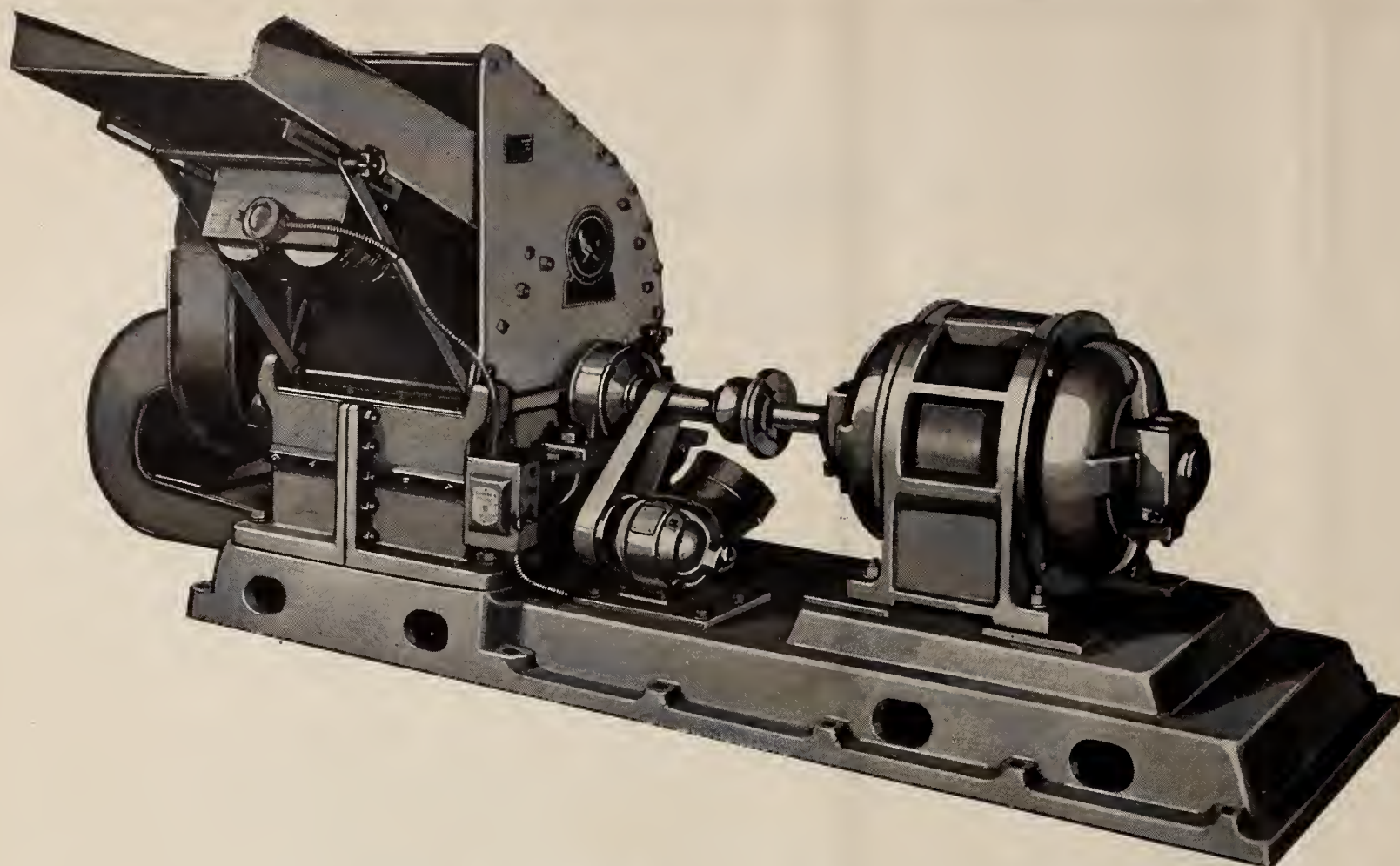
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## “JAY BEE”

### Model W Heavy Duty Mill

*The Undisputed Low Cost Big Capacity Champion Grinder*

**7300 lbs. Canadian Screenings per hour  
Through 1-16 inch Screen—100 H. P.**

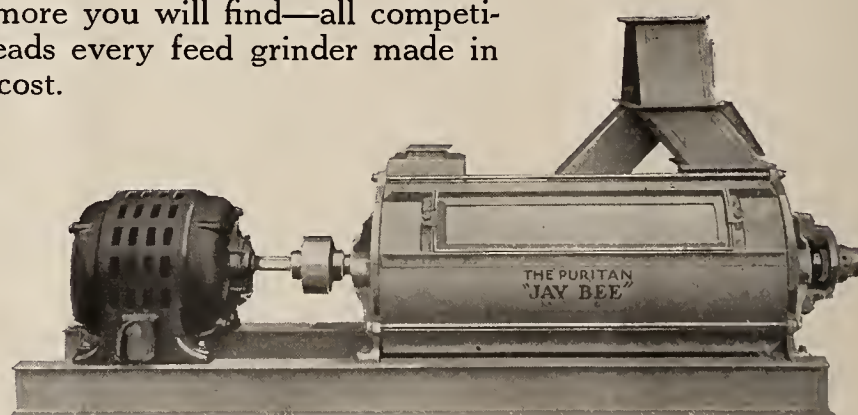
The shrewder a business man you are the more carefully you will investigate feed grinders before you buy. And the more you investigate, the more you will find—all competitive claims to the contrary—that the “Jay Bee” still leads every feed grinder made in biggest capacity and lowest operating and maintenance cost.

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Rosenbaum Bros., proprietors of Vitality Mills, Chicago, tested and proved the “Jay Bee” against another leading make of feed grinder. The test proved that the “Jay Bee” with 100 H. P. motor, direct connected, over a period of four months consistently averaged 7300 lbs. Canadian Screenings per hour over 1/16-inch screen, while the competitive mill on the same screen, with the same horse power averaged only 4500 lbs. per hour. Vitality Mills owns and operates two Type W. 100 H.P. D.C. “Jay Bee” mills equipped with Magnetic Separators.

*You cannot get a better mill than the “Jay Bee,” for a better mill is not made. Over 11,000 users have proved this.*

Sizes and styles to meet every grinding requirement: from 12 H.P. to 100 H.P. for belt, tex-rope, or direct connected drives. Write for literature and complete details.



#### Puritan “Jay Bee” Molasses Mixer

The only Molasses Mixer made that will mix cold molasses in any proportion without balling the molasses. As nearly perfect as science and mechanical skill can produce. Its efficiency and capacity are in keeping with the undisputed superiority of the World Famous “Jay Bee” mill. Write for literature.

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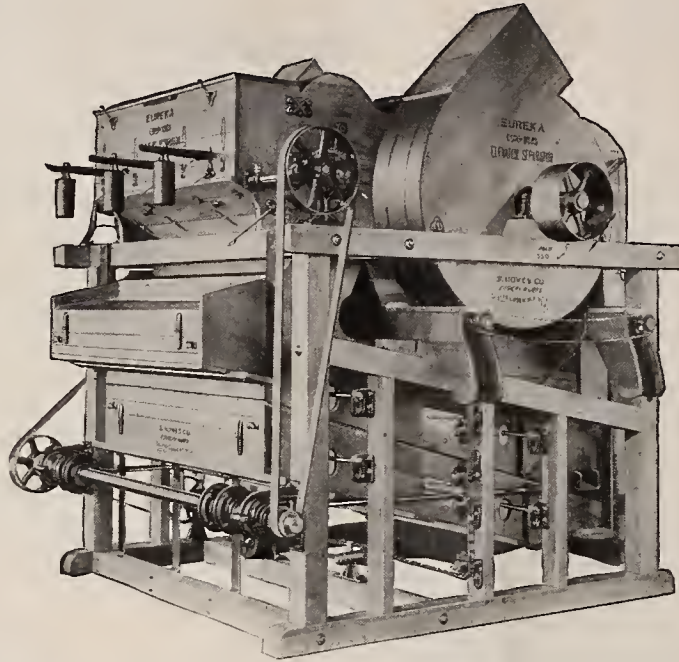
**REPUBLIC** means  
the Best Mechanical  
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"Eureka" - "Invincible" Grain Cleaning Machinery



Twelve of these machines are included in the contract awarded us by Quaker Oats Co. Each Separator is equipped with ball-bearings and ball-bearing eccentrics.

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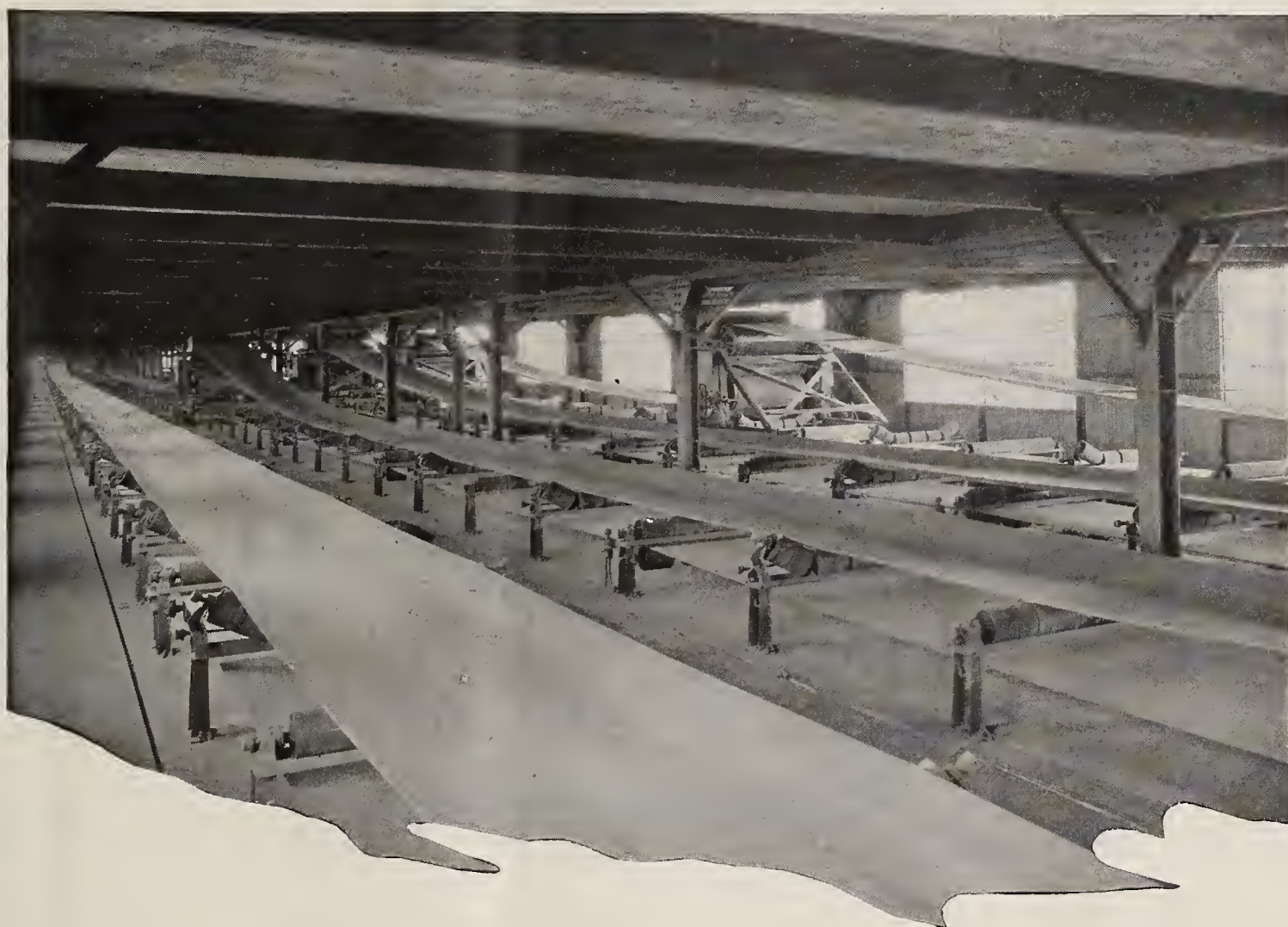
## INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY



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Webster grain handling equipment is invariably specified or recommended by successful builders of grain elevators because they know that Webster equipment will live up to the high standard demanded. The correct method for handling grain and the right equipment with which to do it—both with reference to volume and cost—can be supplied by Webster engineers. With the experience of a half-century in solving grain handling problems in

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## GRAIN HANDLING EQUIPMENT



Approved by the MUTUAL FIRE PREVENTION BUREAU



LEFT:—Fairbanks-Morse Type HAC Clean-Air-Jacketed Motor.

BELOW:—This view shows dust being poured into an F-M self-cleaning motor. Notice how the dust is positively expelled by the patented air-cleaning fan—an exclusive Fairbanks-Morse construction. This motor can be used in the dustiest of drives because it is self-cleaning and fire-safe. No breather or vent piping is necessary.



# Out goes dust!

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Here's a motor that you can install safely in the dustiest drive in your mill or elevator. It is the Fairbanks-Morse Type HAC—needs no breather and vent piping—gives closed motor protection—and the convenience and efficiency of a standard open type motor.

Dust is positively expelled by a patented, specially designed fan. Clean air **only** is forced in a stream-like blast around the spun copper shields which enclose the windings . . . no possibility of dust packing



Grease only once a year

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F-M Type HAC motors are self-ventilating, self-cleaning, positive cooling, fire-safe and absolutely dependable. Think what this means! Fire protection—installation economy—freedom from bothersome piping.

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# FAIRBANKS-MORSE MOTORS

Pioneer Manufacturers of



Ball Bearing Motors



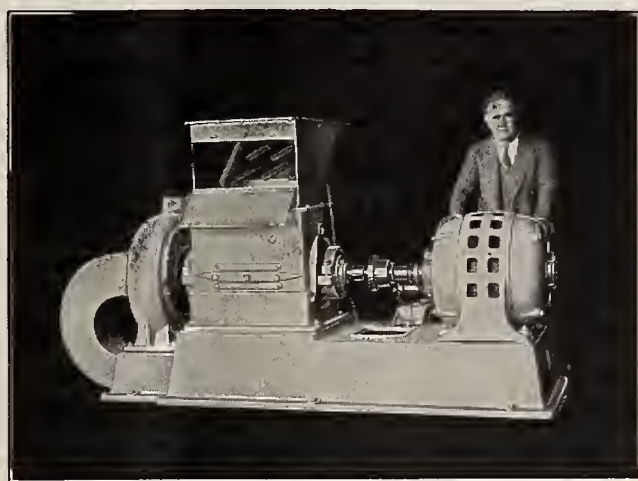
## 2257 lbs. thru a 1-16

This many pounds of oats were ground in 1 hour on a No. 3 Super MIRACLE ACE HAMMER MILL using only 50 hp.

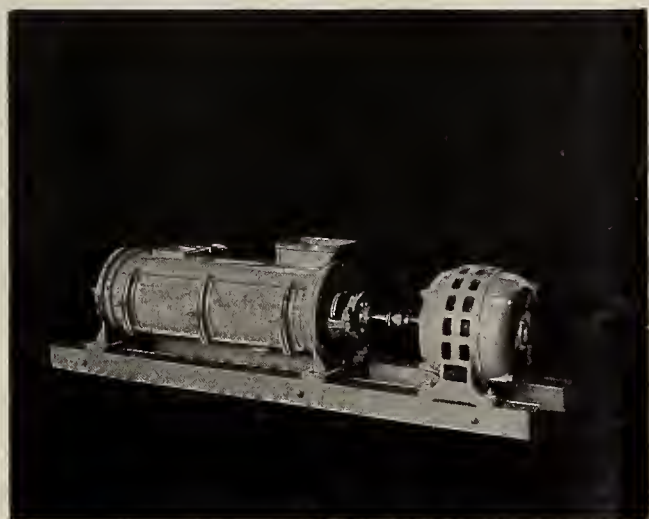
Our No. 5 Super MIRACLE ACE direct connected to a 75 hp. motor will do 50% more than the No. 3 Super.

No other hammer mill, at any time or any place, ever approached these figures, nor can they approach them with their present design.

The MIRACLE ACE HAMMER MILL has in every test always outground every other hammer mill, we will put a MIRACLE ACE in competition with any hammer mill.



## The MIRACLE MOLASSES PROCESS



Is revolutionizing the manufacture of sweet feed. This new patented process, protected under the Agee patents, the only successful way of handling cold molasses, stands all alone, there is nothing like it.

The MIRACLE MOLASSES PROCESS makes sweet feeds much cheaper and makes them of better quality than they can be made in any other way.

It is in operation in every feed mill state of the union and is making more money for its users than they ever made before.

Let us send one of our demonstrating trucks to your place and show you how easy we can put molasses in your own feeds with this wonderful process.

Our booklet, the "MIRACLE ACE HAMMER MILL," describes this mill, and our "MIRACLE SWEET FEED PROCESS" booklet tells you all about the Molasses Process, either or both will be sent you on request.

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THE WORLD'S LARGEST BUILDERS OF GRAIN GRINDING MACHINERY



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**Manchester Ship Canal Elevator**  
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Capacity 1,500,000 Bushels  
Completed 1914



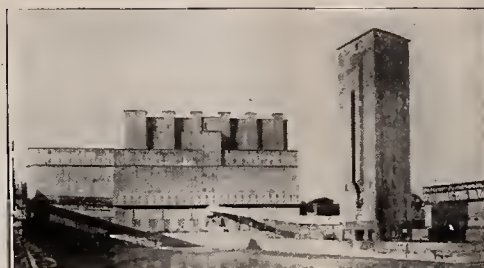
**Buenos Aires Elevator Co.**  
Buenos Aires, Argentina  
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Completed 1920



**Chicago & North Western Railway Elevator**  
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Capacity 10,000,000 Bushels  
Completed 1920

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**Harbour Commissioners Elevator No. 2**  
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Capacity 2,600,000 Bushels  
Completed 1912



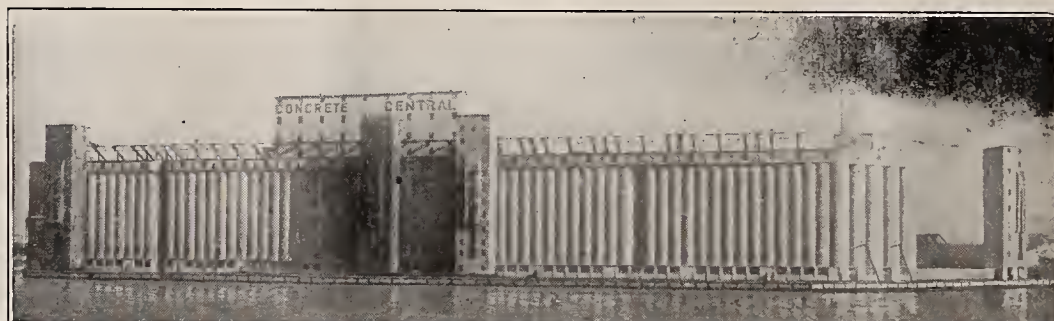
**Sydney Terminal Elevator**  
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Elevators



*Send to Department  
G. E. for this port-  
folio of interesting  
photographs which  
visualize, for you,  
the scope of our  
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For Elevator Construction  
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For the speedy and efficient completion of your new storage project.  
Money can be saved and results insured by this service of:

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# EHR SAM TIMKEN-BEARING EQUIPPED CONVEYORS

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Just Installed

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Direct reference as to the superiority of "Ehrsam" Timken bearing equipped conveying equipment and the "Ehrsam" Heavy-duty self-propelling Tripper, will be given to anyone upon request.

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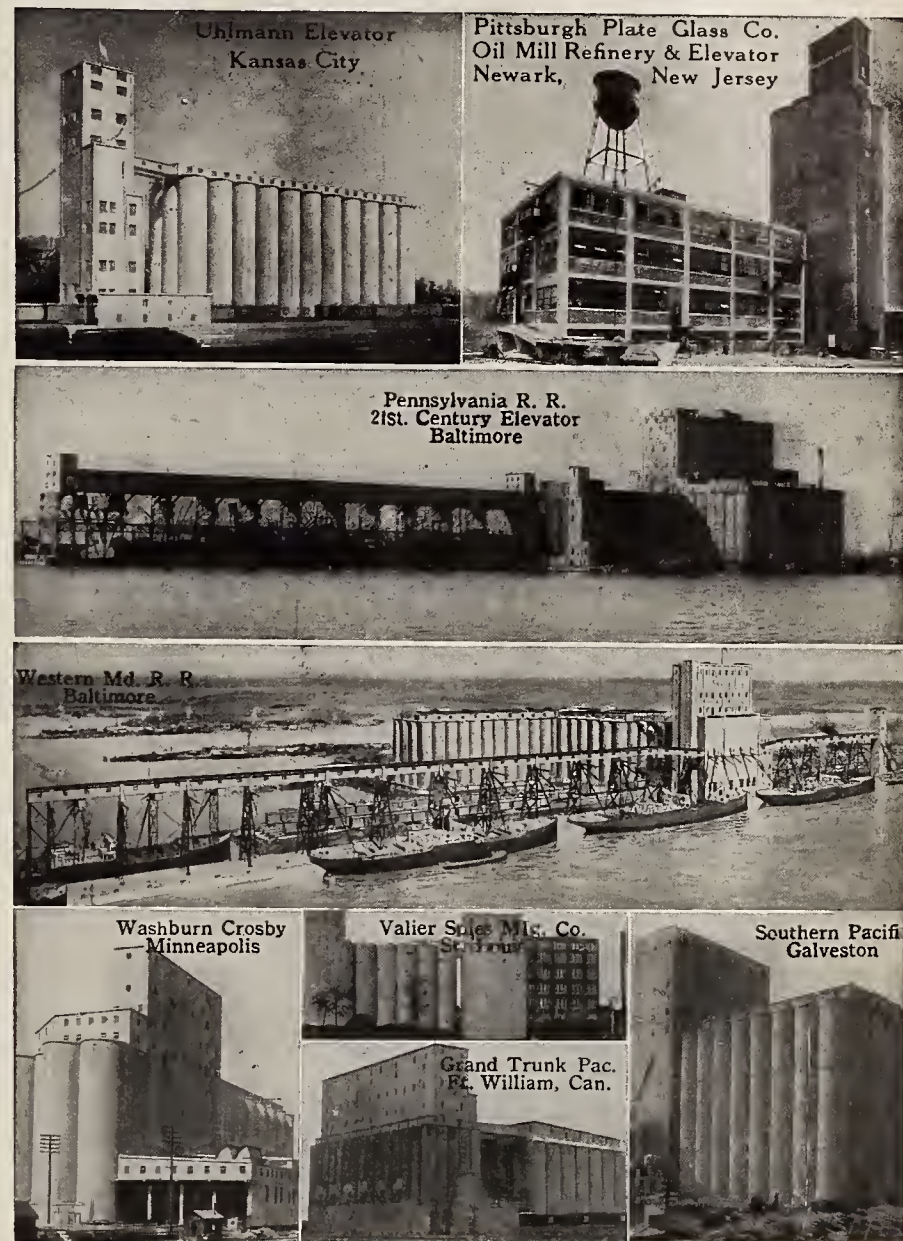
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when they are in the bins, will, if in condition, keep that way longer if not disturbed and turned, than they will if handled to determine their condition?

### THE ZELENY THERMOMETER SYSTEM

will tell you at all times the condition of your beans, and you will be surprised at the saving made when the bins have been emptied and the beans disposed of.

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is just as valuable in bean storage bins as in grain bins, and its value has been established through years of use, and those who have made money by installing

### THE ZELENY SYSTEM

will be more than glad to tell you how they did it. Our catalog No 6 contains the list. Write us and then write them.

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COMPLETE**

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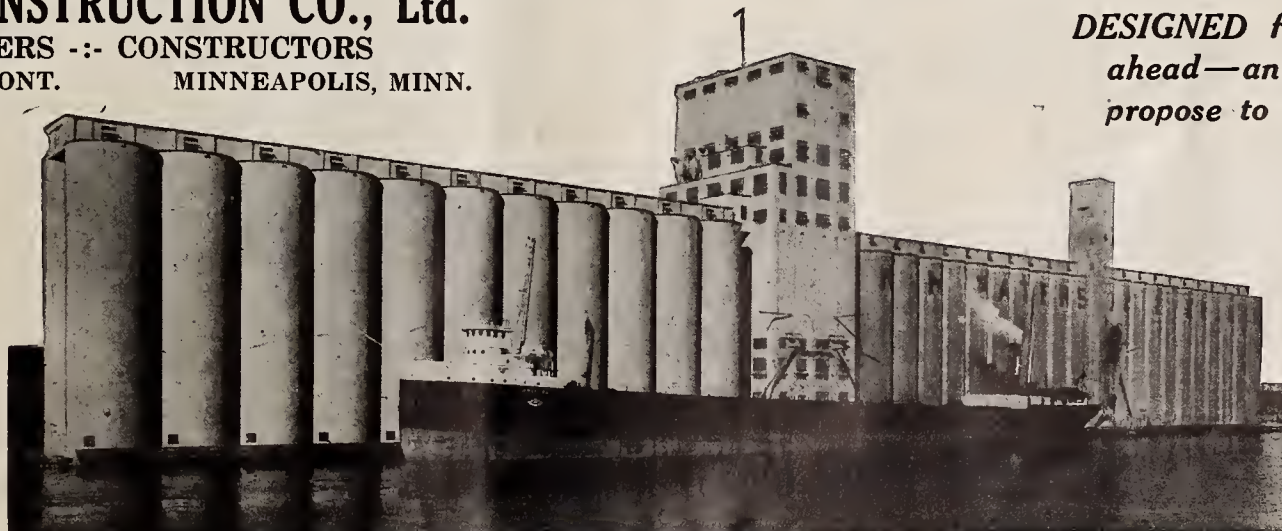
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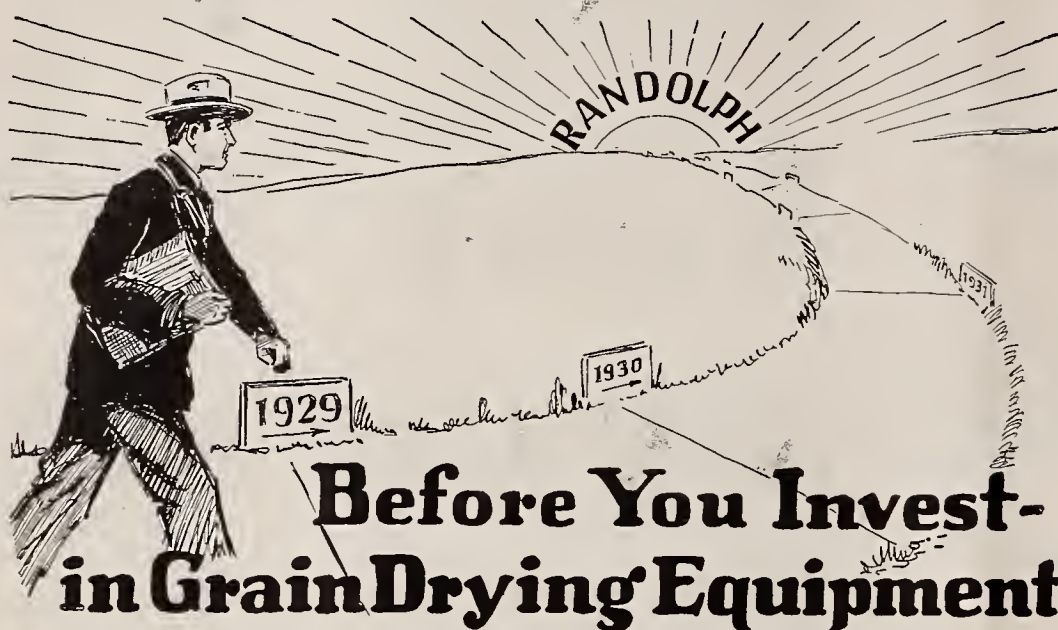
*DESIGNED for the years  
ahead—an advance we  
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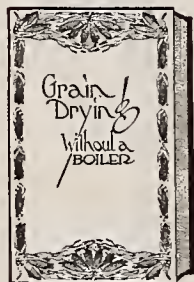
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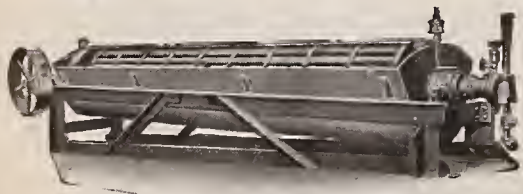
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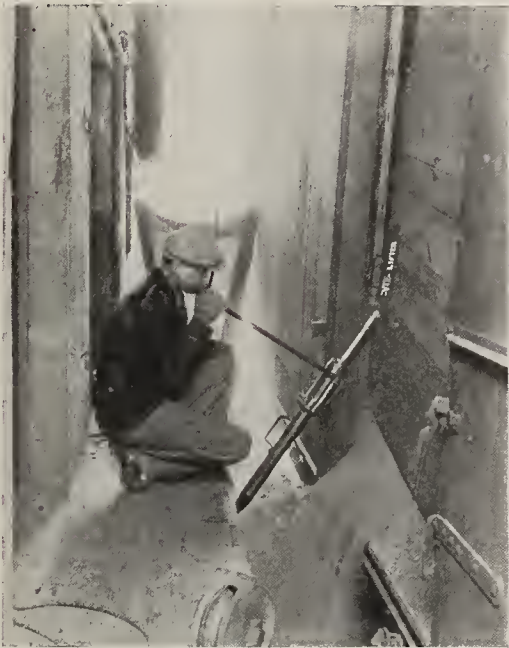
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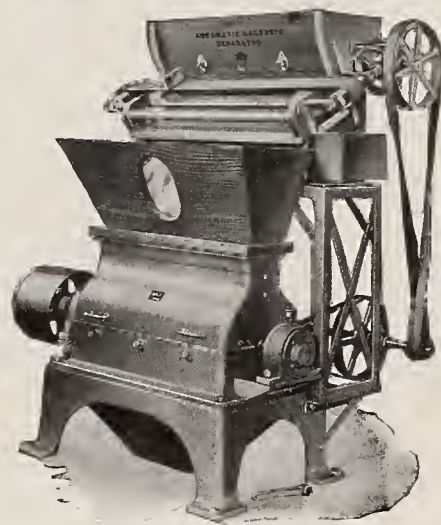
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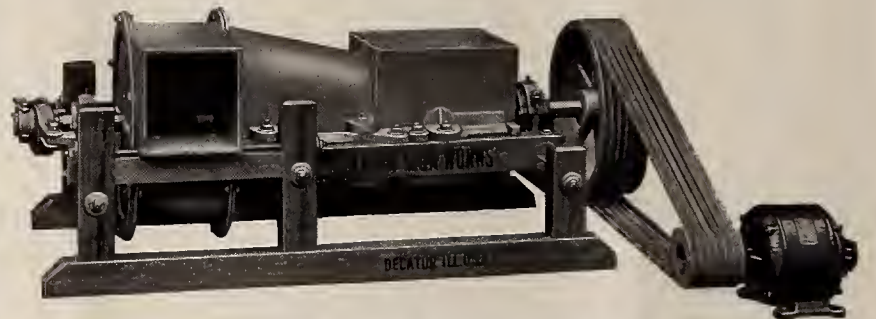
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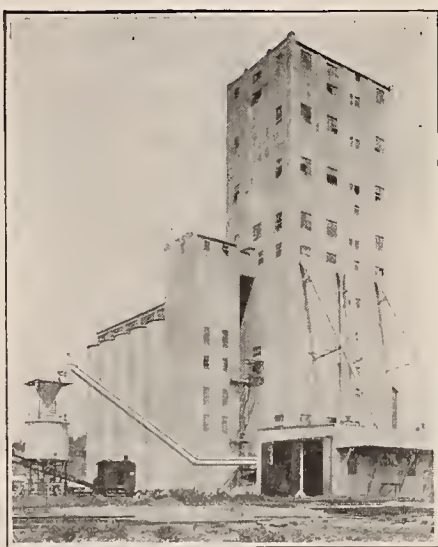
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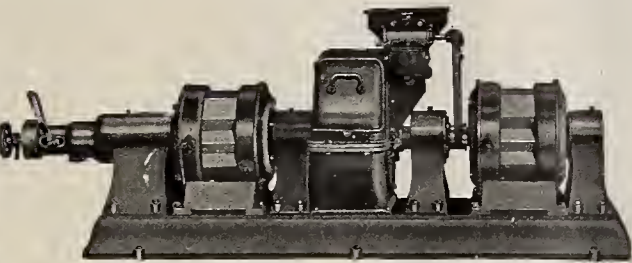
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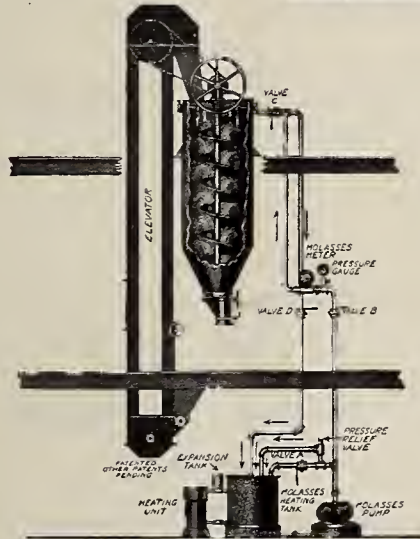
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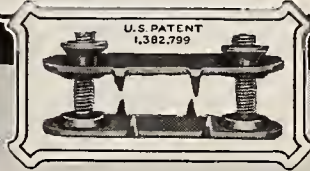
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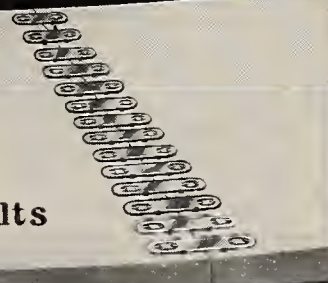
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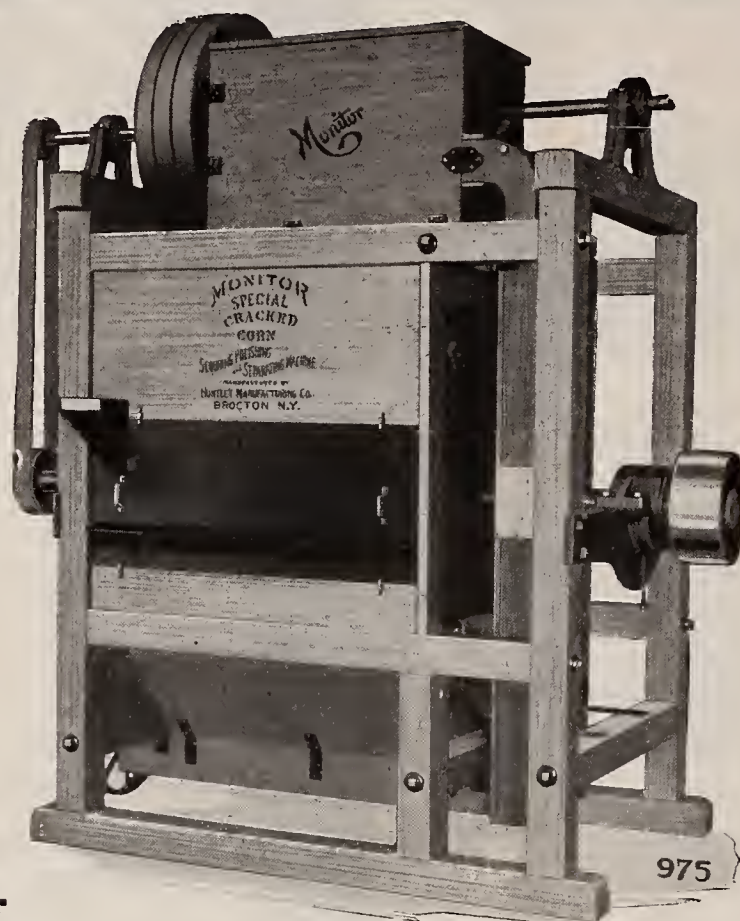
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VOL. XLVIII

CHICAGO, ILLINOIS, AUGUST 15, 1929

NO. 2

# Shoreham Elevator Enlarged and Improved

## New Cleaning and Power Machinery Increases Efficiency of Minneapolis Terminal

By ALBERT W. MORSE

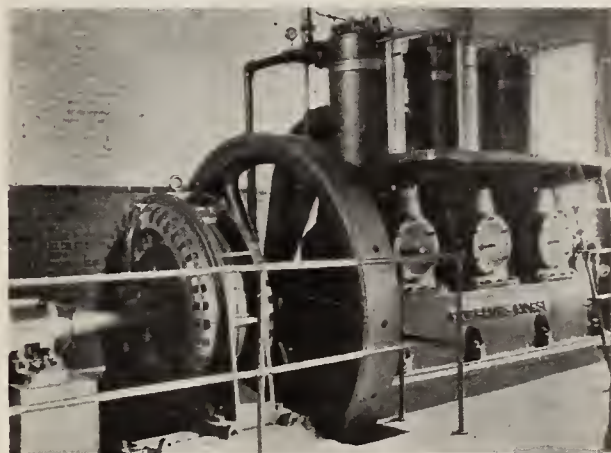
**S**HOREHAM is the major unit of the Osborne-McMillan Elevator Company, Minneapolis, which operates a number of other terminals and considerably over 100 country houses. Built during President Grover Cleveland's second administration, it had an initial capacity of 750,000 bushels, but it was enlarged twice, and in November, 1928, with the completion of the 700,000-bushel unit in concrete storage, the total capacity reached 2,150,000 bushels.

Superintendent Hjalmer E. Bergman never saw a kernel of wheat until he went to Shoreham in 1906, going there directly from northern Sweden, where he was born. Barley, oats and rye were the crops of that part of his native land which constituted his home. Up there, close to the arctic circle, their bread was made with barley. Yes, as Mr. Bergman says, when he arrived in Minnesota it had been a long time since he had seen any wheat, but he at once became occupied with the serious business of keeping the wheat and the oats where they belonged, respectively.

In the early days of Superintendent Bergman's elevator experience, Shoreham cleaned perhaps two or three cars of wheat a week, as the soil was rich and fairly clean, but now practically everything has to be cleaned. Records show that this elevator is one of the most active in the Minneapolis terminals, as judged by the cars in and out. There is a constant flow through the house, more wheat and flax being handled than other grains. This continual process of improving the grades, as a year around proposition, requires the most efficient cleaning machinery, and since 1906 the superintendent recalls that every unit of the large battery of cleaners has been renewed four times. As a result of the company's policy to have only the most approved equipment in its Shoreham property, the grain is handled more quickly, as well as more effectively. Thirteen cleaning machines were in commission on June 25, when the representative of the AMERICAN ELEVATOR AND GRAIN TRADE inspected the elevator. They included the Emerson Cylinder Separator, the Monitor Dustless Compound Warehouse and Elevator Separator made by the Huntley Manufacturing Company, of Brocton, N. Y.

Some of those were in line to be supplemented with additional equipment.

Fairbanks-Morse Diesel Engines operate the elevator machinery and furnish the lighting at a cost much less than that of running the old steam plant. William J. J. Reimer, chief engineer, estimates that the actual saving of the 240-horsepower Fairbanks-Morse installed in 1924, over the steam cost,



FAIRBANKS-MORSE DIESEL ENGINE AT SHOREHAM

was \$13 per day when that Diesel engine was the only one in the power house. Now there are two Diesels of the same make.

In September, 1929, the 240-horsepower Diesel will have served Shoreham five years. This engine is direct-connected to the main drive of the elevator, and it carries also the dust collector

fans. It is running at an over-load, carrying close to 300 horsepower, and Engineer Reimer is authority for the statement that it has been running at an over-load practically its entire length of service at Shoreham. That shows real worth in an engine, and it was bought second hand, after it had rendered commendable service at a flour mill. It is a four-cylinder unit, with 60-horsepower to the cylinder.

Lighting and the motors which are placed throughout the elevator, are now taken care of by a 180-horsepower three-cylinder Fairbanks-Morse Diesel Engine. Engineer Reimer says that he has not touched this engine to change it in any way, and he expects that it will not be necessary to pay any attention to it for five or six months more, when he may have to pull the pistons to clean carbon from the rings. It is direct-connected to a 150-K.V.A. Fairbanks-Morse Alternator, with a power factor of 80 per cent or higher, forming a Diesel generating set with a rated capacity of 115 kilowatts.

The engineer is contemplating a shift of load from the larger Diesel to the smaller one, some time this summer, and he plans further adjustments as the demand increases. At such a busy elevator, the peak load exists during practically the entire stretch of a 10-hour day. The plan is to relieve the larger engine of all fan work, placing the dust collectors on the other unit, a shift which will amount to about 100-horsepower.

Comparative figures volunteered by Engineer Reimer show that the two Fairbanks-Morse Diesels together use 165 gallons of fuel in a 10-hour, straight run, with the additional cost of three gallons of cylinder oil for the two engines in that time. The cost of the fuel is 4½ cents a gallon, and the cylinder oil costs 55 cents a gallon. The steam cost the firm \$19.75 for an eight-hour day. Here is the real story of Diesel saving.

On June 20, 1929, Engineer Reimer completed his twenty-fourth year at Shoreham, and he has not lost a day's pay in that time. He has been injured two or three times, but has always been on the job. His experience as a stationary engineer extends over a period of about 35 years. At one time he was an engineer at a Shakopee, Minn.,



SHOREHAM ELEVATOR, THE MAJOR UNIT OF THE OSBORNE-McMILLAN COMPANY



flour mill, and his service includes other milling experience. Practically all of his days as an engineer have been with steam, and consequently he is qualified to judge the superiority of Diesel power. It was he who recommended to Homer D. Wells, an official of the Osborne-McMillan Elevator firm that they install the first of the two Diesel engines at



H. E. BERGMAN, SUPERINTENDENT AT SHOREHAM

Shoreham. Speaking of Diesels, Mr. Reimer said, "In the first place they are cheaper operating for the firm, and in the second place they don't take as much attention as steam. Now when you start those engines in the morning, if there is no over-

load on them you don't have to pay any attention to them all day."

The steam boilers are used at present for the fire pump, and for heat in the winter. The plan now is to discontinue steam entirely, with the exception of a small boiler for heating, using electricity for the fire pump, and this action is to be taken when an inspector condemns the present steam plant.

Shoreham is served by three tracks of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Two are for receiving, and lie on the south side of the original portion of the elevator, and one track is used for shipping runs between the concrete tanks and the old house. The receiving capacity is 40 cars in eight hours, and from six to eight cars can be shipped each hour. In order to increase the floor space for cleaning, a work house may be the next addition to the plant.

It was just 40 days from the time the steam shovel operations were started, to the time that the first grain was stored in the newest addition of concrete tanks, which were completed last November. That increased the storage space by 700,000 bushels, and 33 bins, cylindrical tanks and interspaces included. The year before, the same space was added to the elevator, the number of bins being identical to those built in 1928. The tanks are close to 100 feet in height.

In the old house, a single 36-inch conveyor belt distributes grain to the bins, and a similar belt runs under the tanks. A pair of 34-inch belts are installed in the gallery of the concrete tanks, with a like number in the tunnels. The two cupola belts are operated individually by a pair of Fairbanks, Morse 20-horsepower Induction Motors, and for each belt there is a tripper manufactured by H. W. Caldwell & Son Company, Chicago.

Zeleny protection is provided for grain in the concrete tanks, and installation of the thermometer system is being considered for the bins in the old house. The Zeleny system is certainly an improvement over the laborious and uncertain methods of former years. Many an elevator superintendent is glad that the cup and rod tests exist only in his

memory, with the thermo-electric theory on the job night and day. Jamming the little brass cup into a bin, and forcing it to travel in a direct path down through the closely-packed grain to a distance which afforded a representative test of the entire bin was a difficult matter. By shoving a rod 40 feet down into a bin, and letting it remain for two hours, it was liable to absorb some heat, if there was a high temperature, but below that 40 or 45-foot mark there may have been a bad section. When a Zeleny system is not used, it is perhaps a



SHOREHAM'S CHIEF ENGINEER, W. J. J. REIMER

wise thing to run grain from the bins out over the conveyor belts in the winter time, the zero weather having some effect on it. Three car pullers are used, one for each track.

J. D. McMillan is president of the company.

Thirteen men are employed at the elevator, exclusive of the state weighers. The senior of the two weighers, Fred Morton, reached his twenty-eighth year as a state weigher in July this year.

## ARGENTINE GRAIN SOLD "AT A PRICE TO BE FIXED"

By ARNOLD ROLLAND

As a consequence of the unusual conditions prevailing in Argentina, a unique system of selling wheat and other grains has developed. It is known as sales "at a price to be fixed", after delivery of the grain itself.

The grain trade of Argentina is concentrated in a few powerful and important firms. This fact has had considerable bearing on the sales methods in effect in that country. Another feature instrumental in the creating of this situation is the inadequacy of the present grain storage facilities.

A survey of the farms in the grain growing regions reveals that the buildings, if such they can be termed, are decidedly primitive, rarely being used for grain storage, serving, rather as shelter for the farm hands. It is rare, indeed, that an Argentine farmer has any modern storage equipment for his grain and other farm products. When his grain has been harvested he must find an immediate storage place for it, lest it deteriorate in the fields.

Does the Argentina farmer haul his grain to the nearest country elevator? No, he does not. There is an almost total absence of elevators or storage places in the interior. Some of the railroad companies at their country stations have erected makeshift storage quarters. These are few, however, and are generally but poorly constructed leaky sheds.

The farmer usually hauls his grain alongside the tracks of the railroad and dumps it right there. He is exceptionally fortunate if the railroad provides a heavy canvas for the grain. Where such is available, the canvas is thrown over the grain until it can be moved to one of the terminal ports where more adequate storage facilities are available.

To return to the system of sales, this system, in its simplest form works this way:

A farmer, obviously, has wheat to sell when he has threshed his crop. Can he hold the grain for possible future market raises? Where can he store it? In the field, where moisture and insect larvae can ruin it? No, he hauls it to a middleman or "storekeeper". In fact, he sells it to him on a basis of a price to be fixed.

A contract or agreement is drawn up with the "storekeeper" or dealer. The terms of this contract with the storekeeper vary in different sections, but in its usual form, the storekeeper agrees to buy the wheat and to take delivery at once. This much being consummated, the storekeeper advances to the farmer from 75 to 80 per cent of the value of the wheat at the market price ruling the day the contract is signed. In the contract, the farmer agrees that within a period not exceeding eight months, he will sell the grain at the ruling price of the day he decides to sell. The storekeeper agrees to then pay him the difference between the value of the grain on the day actually sold and the 75 or 80 per cent advance payment at the time of delivery.

The storekeeper who acquired the grain from the farmer on a price to be fixed basis immediately sells the grain on a similar basis to a further middleman, a broker, or to one of the leading exporters at Buenos Aires. The contract which the storekeeper makes with the broker is much the same as that which he makes with the farmer. The net result is that the grain, almost immediately after being harvested, comes under the control of the exporter, who is also obliged to take delivery thereof, as the middlemen and brokers have no storage facilities.

And, now for a further step in the marketing of the grain. Just as the exporter may buy grain from producers and middlemen in Argentina at a price to be fixed, it has now, more recently, become current to make sales under similar contracts to the European purchasers. Thus, a buyer in Rot-

terdam, London, or Marseilles, may contract to buy 100,000 tons from one of the leading exporters at Buenos Aires for delivery at the rate of so many tons a month in certain months, at a price to be fixed within a certain limit prescribed in the contract.

The buyer in Europe takes delivery of the fixed monthly quantities from the Buenos Aires exporter and pays from 75 to 80 per cent of the ruling price on delivery or on the day prescribed in the contract. He has then the liberty of fixing the price which he will pay as the ruling price of any day within the limit of the contract and to make final settlement with the Buenos Aires seller on this basis. The risk taken by the Buenos Aires seller, however, would be too great, if the European purchaser could liquidate his whole contract by the ruling price of a particular day. Therefore, the contract usually provides that the purchaser cannot liquidate more than a fixed sum, say 500 tons, on any day. The purchaser advises the seller in Buenos Aires by cable that he accepts the ruling price of a particular day for a specified day for a specified quantity. This enables the Buenos Aires seller to cover himself on the local market, if he considers such cover necessary. The development of sales to European markets at a price to be fixed is a more recent development.

RYE surplus over domestic needs now is about 20,000,000 bushels.

A BATTERY of six 60-foot grain tanks and a headhouse are the storage features of the new Ralston Purina plant in Denver, Colo.

AN ENGLISH patent has been issued for a grain drier of unique design. Grain is dried while passing through a vertical column containing rotary retarders staggered up and down the column. The grain flows through them, counter to hot gases admitted at the base and passing through an outlet at the top.



# Developments in Terminal Weighing of Grain

By J. A. SCHMITZ\*  
Chicago Board of Trade Weighmaster

**A**CCURATE determination of quantity is essential to those engaged in commerce; and as grain ranks high in our commercial transactions, the accurate determination of its quantity is especially important. For centuries measures of volume were used in measuring grain but not so today. Weight measurements have supplanted measures of capacity. The commercial bushel of wheat is not an amount equivalent to a volume of 2,150.42 cubic inches, but it is always sixty pounds, avoirdupois.

When you consider the fact that the densities of grains differ as much as 30 per cent, and that the food value of grain is determined by the quantity of solids contained in the kernels, rather than by their bulk, you can readily see that a measure of capacity would not truly determine the real quantity of "grain" contained in a bushel. Density is an important factor in determining the "quality" of grain, but it has no bearing on the quantity referred to as a bushel. For where a bushel of wheat is the basis of a trade, 60 pounds of wheat, by weight, is the unit involved, regardless of its specific gravity. While the method of determining the quantity of grain by weighing is now generally accepted by those engaged in the grain business, it is not so many years ago since the transition took place. For instance, the quantity of wheat that made up the first cargo shipped from Chicago, was determined by a four-bushel measure. The measure was filled on the deck of the vessel, and then emptied into the hold. It is a coincidence that the first hopper scale used at Chicago was also of four bushels' capacity.

The progress of weighing grain during the early days in the Middle West was slow, and dependent, to a large degree, upon the advancement made in scale construction. As the flow of golden grain from the Mississippi Valley to the terminals increased in volume the matter of determining accurately the quantities of the many parcels arriving became of greater and greater importance. Much of this grain had left the point of origin without being weighed; in fact, the shipper in many cases had a very indefinite idea of the quantity he started to market. His inability, or failure, to determine the specific gravity of his grain often caused him to estimate erroneously the quantity shipped; and where the outturn weight at the terminal ran under his "estimate," much dissatisfaction resulted.

This was a period of many controversies between shippers and receivers of grain over the matter of weights. Charges of inefficiency and dishonesty were made on both sides. The shippers charged the terminals with inaccurate scales, wasteful methods, and dishonesty; the terminals, on the other hand, called attention to the poor equipment, or lack of equipment, at country points, and to the unsystematic manner in which the little weighing that was done, was performed.

At that time much of the weighing at terminal markets was performed by employes of the grain elevators and mills. In some cases, the grain was weighed by railroad employes on railroad track scales, for in those days much grain was transferred from car to car, in railroad yards, by man power. The weighing facilities, generally, were crude and often inaccurate; and, as stated, much of the weighing was performed by men interested in the transactions, and wasteful practices were common.

Now the country shipper, in large part, had no facilities for weighing the grain loaded into cars, hence often depended upon estimates to determine

the quantities loaded. Frequently such estimates were little better than guesses.

In the late seventies, the Chicago Board of Trade found it expedient to appoint a weighmaster who was independent of both the buyer and the seller of grain. It was his duty to supervise grain weighing, and to aid in the adjustment of disputes. However, since his employment was optional both with the buyer and the seller, only a small portion of the grain arriving in Chicago was officially weighed. Nor was there any systematic supervision in the weighing of grain aboard vessels at Chicago or other lake port terminals. What little supervision was given was by self-appointed, itinerant weighmasters employed by the vessel people. These men were, for the most part, irresponsible, inefficient, and without authority to enforce reasonable regulations.

From the foregoing you can plainly see that there was much to be desired in the matter of weighing grain to and from cars and boats. Also, the ever



J. A. SCHMITZ

increasing flow of grain to the terminal markets made necessary not only improved weighing conditions, but more and better facilities for handling and storing grain. In consequence the number of elevators increased rapidly, and many improvements were made in the equipment used to load and unload cars and boats. As a result, the handling of grain was expedited until where formerly scores of cars were unloaded in a day, hundreds were unloaded. At country points, too, more grain was being loaded into cars from a constantly increasing number of elevators. Machinery supplanted man power on the unloading of grain from wagons, and also in the loading of grain into cars. Competition among country buyers increased, and margins of profits were reduced. Consequently, because of smaller profits, more attention was given to every possible economy. Losses due to discrepancies in weights came in for their share of attention; and variations in weights, that formerly were accepted as normal, were considered large. Hence, the number of discrepancies considered excessive increased alarmingly. Many of these complaints represented actual discrepancies that were due, no doubt, to poor scales, bad weighing, and wasteful practices at terminals, or to inaccurate scales and poor weighing methods at country loading stations; but the poor condition of grain cars in use during this period was also responsible for many of such weight variations. Plainly, this period was one of

general dissatisfaction. Inaccurate scales, bad weighing, and losses of grain from cars in transit were topics of discussion whenever grain men met. While this agitation for better weights brought about some improvement in weighing methods and practices, comparatively little progress was made until the late nineties when the demand for better weighing became insistent. Chicago was probably the first to recognize this demand, and to act thereon. To begin with, better men were selected for the positions of deputy weighmaster; attention was also given to wasteful practices and to the recording of data relative to the weighing and handling of shipments; the capacities of hopper scales were increased, requiring fewer drafts per carload, and reducing the hazard of error accordingly. The campaign for better weights was also carried to country grain shipping points by the various state dealers associations. This resulted in many grain dealers installing shipping scales; and the improvement in grain weighing conditions became marked.

Also, about this time, there was a concerted attack upon the "leaking box car." The Chicago Board of Trade was particularly aggressive in seeking the betterment of car boxes used to transport grain, for the reason that many of the discrepancies that were due to losses in transit, were charged to terminal weighing. A systematic study was made of the defects inherent in the various types of car boxes in use, to the end that carriers would improve their box cars and shippers would cooperate more effectively. This, in turn, resulted in a movement for more comprehensive records in order better to substantiate claims for loss of grain in transit.

The Chicago Board of Trade's campaign for better weights and conditions included the enforcement of rules for compulsory disinterested weight supervision in the Chicago Terminal; and provisions were made for testing all scales used by the Department. Regulations governing the grain handling equipment were also promulgated; and police protection for cars stored in railroad yards was secured by the appointment of special agents by the Weighing Department. In fact, every phase of the weighing service was covered, and every avenue of possible loss was scrutinized and safeguards applied. This action brought results at Chicago which the grain trade was quick to acknowledge. The movement for better scales and weighing was then carried to the country. Pamphlets covering every phase of the weighing problem were issued and distributed throughout the grain belt by the Chicago Board of Trade. These pamphlets outlined plans for scale installation and maintenance; they stressed the value of testing scales with a sufficient number of test weights; they covered the equipment used in handling grain; they outlined methods for the systematic recording of weights; and they showed, in detail, the defects found in car boxes, and how to prevent losses due to such defects.

As a result of the improvement at terminals, at country shipping points, and in the equipment for carrying grain to market, the subject of grain weights, while still a matter of some controversy, is no longer a major cause for ill feeling and contention. True, there are still too many weight variations, and there probably always will be. Nevertheless, without a doubt, today there is more positive proof of the correctness of scales used for weighing grain than ever before. Formerly, scales at terminals were tested and approved with 1,000 pounds of test weights; now, an amount equal to 8 per cent of the capacity of the scale is the prescribed quantity. Nor is the country elevator man satisfied with a scale test made by an itinerant scale man with one fifty-pound weight. His scales are now tested by a properly equipped scale man, appointed by his State Association. Moreover, all tests of grain scales, both at terminal and country points, are based on regulations for testing scales as drafted and approved by a committee especially appointed, during the I. C. C. 9009 hearings, for the purpose of determining proper scale procedure. These regulations, which have the approval of the Bureau of Standards, have done much to standardize scales and weighing practices.

\*Address given at twenty-second National Conference on Weights and Measures in annual session at the National Bureau of Standards, Washington, D. C., this summer.



## POOL PRICE \$1.18 SO FAR ON NO. 1 NORTHERN

The second interim payment on 1928 grain committed to Canadian pool elevators, has been put in circulation this month. The basis of the wheat payment is 21½ cents per bushel on No. 1 Northern Fort William. This brings the total payment on that grade to \$1.18½ cents per bushel. The second interim pay-off on other grades of wheat varies from 18 cents on No. 2, to 7½ cents per bushel on feed wheat.

Durum wheat interim payments ranged from 18½ cents per bushel on No. 1 Amber to 6½ cents on No. 6. The next payment on all grades will be final.

Attempting to explain these payments, E. B. Ramsey, general manager of the Dominion pool, says that pool members "will remember that when the reduction was made in the initial payment last fall from \$1 to 85 cents per bushel, a concession was made to members delivering the lower grades to meet a very difficult situation. . ."

Interim payments by the coarse grain pools of Manitoba and Saskatchewan included 15 cents a bushel on No. 2 C. W. oats; 7½ cents on barley; 34 cents on No. 1 N. W. flax.

The total of all second interim payments made by the pools, is nearly \$40,000,000. The first interim payment was made five months ago. Interest at 6 per cent on \$40,000,000 for five months is \$1,000,000.

## KEYNOTE LINES FROM LEGGE'S LATEST STATEMENT

Alexander Legge, chairman of the Federal Farm Board, hints of what the relationship will be between the Federally incubated co-operative marketing groups and the independent grain trade, in his statement put in circulation this month. He also voices warning to the co-operatives. The following excerpts from his address are the high lights of his emphasis on these and other subjects:

"Any efficient, well managed organization (whether co-operative or independent) that is satisfactorily serving the public at a reasonable cost will in some way work into the picture.

"The board cannot raise prices arbitrarily.

"Money borrowed from the board for the acquisition of facilities must be expended wisely and frugally.

"The law wisely provides that money shall not be loaned to build new plants where satisfactory facilities are already available.

"Money certainly will not be loaned to purchase obsolete or inadequate facilities or to acquire plants at prices greater than their value to the associations.

"It is expected that farmers' organizations will drive hard bargains.

"What the board hopes to do is to assist farmers to become better able to compete with other groups in the markets of the nation and the world.

"The effect of all activities of the board on production must be carefully considered.

"Production in excess of normal marketing requirements is a waste.

"Farmers and the public must be patient; the problems of agriculture cannot be solved overnight."

## SIDELINES SHOWN AS HOPE OF MONTANA ELEVATORS

Changes in wheat harvesting and marketing methods have had a marked effect upon grain elevator management in Montana, and more and more operators are being forced to sell feed, coal, oil, gasoline, and other commodities as sidelines to meet new conditions. This observation is a result of a survey just completed by E. J. Bell, Jr., of the Montana Agricultural Experiment Station staff.

While there is an increasing tendency toward direct shipment of wheat to terminal markets and the storing of grain on the farm, the elevator still performs a valuable service and must be considered

one of the important factors in grain marketing machinery, Mr. Bell states. Among the advantages of local elevators, he says, are that a continuous service is offered; a local market is available for small lots of grain; needed storage facilities are supplied, and cleaning facilities are available.

Local elevators also are a factor in competition and offer another outlet for the farmers' grain. Not infrequently better prices are obtainable because this competition exists, according to the report.

### HEDGING VALUE WANES

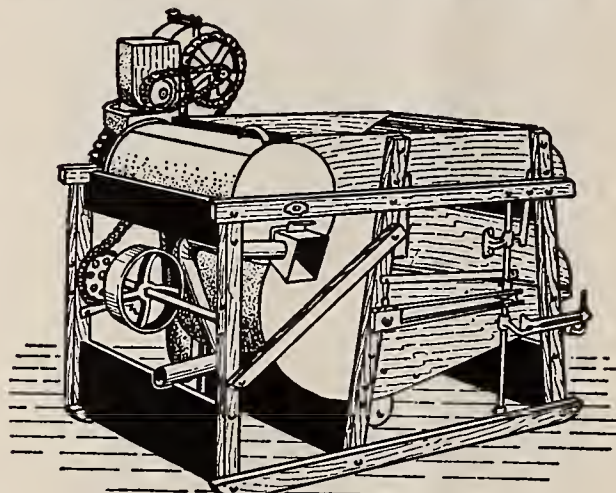
Among the rather discouraging problems referred to in the report, which the change in marketing systems has brought on, is that elevator managers can not adequately protect themselves against price fluctuations. The old system of hedging, by which such protection was obtained in the past, is not as satisfactory now that grain is being bought on a protein basis and premiums are paid for cash wheat. Some managers have solved this problem by deferring the payment of premiums to farmers until after the grain has been sold at the terminal market.

The study shows that elevators also are confronted with a serious storage problem resulting from the need of keeping high and low protein wheat separate so that the wheat called for on storage tickets can be delivered when demanded.

## CONTROLLING SMUT IN WHEAT

By H. M. BAINER

Seed wheat should not be classified as "good" unless it has been properly treated for smut or is known to be free from it. Disinfection of seed for smut is no longer considered an experiment, this



### CLEANS, GRADES AND TREATS GRAIN FOR SMUT

practice is becoming quite generally recognized by wheat growers as absolutely necessary to successful wheat production. Carefully compiled records show that fully one-third of the Kansas wheat acreage, sown in the fall of 1928, was treated or planted with smut free seed and from present indications this crop is less smutty than the crop of a year ago.

Of the 1928 Kansas wheat crop, over 10 per cent or 18,000,000 bushels was smutty enough to cause an approximate loss in price of \$1,000,000. This price loss is small compared to the field loss. On an average, the smutty fields of last year lost fully three bushels per acre on account of smut, making an additional money loss of over \$3,000,000. At this rate, the farmer with smutty wheat lost about \$3.50 an acre, all of which could have been prevented by seed treatment at a cost of not over 10 cents an acre for material and labor.

It is definitely known that the smut germ sticks to the wheat kernel and is sown with it. To disinfect the seed with copper carbonate dust, shortly before sowing, poisons the germ and prevents smut. With so much smut all over the wheat belt it is not safe to sow seed without treatment unless it is known to be absolutely smut free. Ordinarily from 2 to 3 ounces of good reliable copper carbonate dust per bushel of seed is sufficient, if properly applied. To insure success every kernel must be thoroughly coated with the dust. Proper seed treatment does not hurt the wheat kernels but seems to make them healthier and stronger. On account of the

fineness of this dust and the necessity of thoroughly mixing it with the seed, without the operator inhaling it, it is impossible to make the treatment by shoveling; it must be done in some kind of a tightly closed mechanical mixer, either home-made or commercial.

## SEABOARD WHEAT WAVE SINKS CASH WHEAT PRICE

When will the Federal Farm Board pulmotor be brought into action to revive the price of cash wheat?

The flood of wheat rolling to export terminals with the consequent congestion of port elevators, has created a 10 to 15-cent spread between cash and future delivery prices. It also has created the above question in the mind of the "wheat public", and as a result the board headquarters at Washington, D. C., are being besieged by wire and mail, in an effort to obtain some official indication of what a "proper" price for wheat is during this market year.

### WILL MAKE NO FORECAST

As spokesman for the board, Alexander Legge announces that the board "has made no statement or forecast whatsoever concerning a proper price for this year nor does it propose to do so, but under conditions which exist this season when all reports agree on a substantial reduction it would supply as compared to last year, it seems unfortunate to crowd wheat onto the market faster than existing facilities can handle it."

### EMBARGO FOR GALVESTON HINTED

Congestion at Galveston, Texas, Mr. Legge admits, presents the worst situation although other seaboard ports are crowded too. Several years ago, the port of New York experienced a severe freight congestion, and an embargo on wheat shipments to its elevators was ordered to relieve the situation. Mr. Legge says that where acute congestion develops, similar action is possible.

## CAR LOADING POSTER SUBJECT

The right and wrong ways of loading grain into cars are graphically set forth in a new poster which has been broadcast to shippers by the American Railway Association. The importance of thoroughly mixing before loading and the necessity of loading grain only to within 24 inches of the car top, are emphasized.

Even if grain is of light weight, it is explained, so that the marked capacity of the car cannot be used, the 24-inch space should be left to allow for inspection. In such a case, notation should be made on the bill of lading that this clearance was left for the sampler.

Commission men who will handle the shipments should be notified that car has been leveled and proper space left for inspection in accordance with these official instructions.

## SIDE LINES ADD PROFITS TO FARMERS' ELEVATORS

Farmers' elevators in Minnesota are receiving a substantial portion of their revenues from side lines other than grain trading, claims A. F. Hinrichs, late of the economics division of the Minnesota College of Agriculture.

Observation of 94 farmers' elevators in the state revealed that grain trading incomes now constitute about 61 per cent of the total gross incomes in the elevators under observation.

The remaining 39 per cent come from side lines, such as feed grinding and handling of pooled grain to seed cleaning, storing and interest.

Mr. Hinrichs claims that 17 elevators in the sections where farming is more diversified, mainly southeastern and central Minnesota, showed an average side line trading income of \$4,910. The other sections did not make as good a showing.

WAREHOUSE receipts were first issued in Venice, Italy.



# Handling Grain in Central Kansas

Accounting for the Increasing Importance of Wichita  
as a Grain Terminal

By L. DUNCAN\*

**W**ICHITA is one of the most important grain markets in the Middle West and one of the half-dozen largest in the United States. During the past 12 months, a grand total of 84,000,000 bushels of grain has passed through her markets. Chief among these is wheat.

Year after year, for many years past, Kansas has given to the world more wheat than any other state in the Union. Of this record production, Wichita has, in the past year handled more than one-fifth.

Considering the fact that the wheat belt is traversed by two through lines of railroad, neither

Mills Inc.) has increased its storage to 2,750,000 bushels, and this added to the capacity of the new elevator being completed by General Mills, Inc., gives this gigantic organization, with national and even international advertising and distribution facilities, a combined storage, in Wichita of 4,250,000 bushels.

In this latest of the Red Star Milling Company's plants, one 36-inch and two 30-inch 5-ply Diamond Grain Belts, made by the Diamond Rubber Company, receive and handle the grain. The cleaner leg is equipped with a Diamond Elevator Belt, 26-inch seven-ply; there is also a 16-inch elevator belt included in the layout. In all, something like 3,310 feet of Diamond Belting are used to carry out the purpose of the addition. The Webster Manufacturing Company handled practically all the equipment, including the Diamond Belting.

Then, too, there is the Wichita Terminal Elevator Company; it is no infant in the grain storage world.

This plant consists of working house, storage annex, transformer house and track shed, and has 2,000,000-bushel storage capacity. The working-house is of reinforced concrete with foundation slabs resting on wooden piles.

The cleaning machines, two No. 11 Monitor Separators, and one No. 37 Eureka Oat Clipper, are in constant duty. Being a modern plant, this elevator uses the Zeleny Thermometer System. The Weller Manufacturing Company furnished the major part of the machinery.

In addition to the Wichita Terminal Elevator the Zeleny Thermometer System is installed in the fol-

Wichita's newest wheat and corn storage, 350,000 bushels, it is easy to see that with the several small elevators in the city that the total storage is over 12,000,000 bushels.

The Red Star unit has storage for wheat in country elevators outside of Wichita, of 250,000 bushels; the Wichita Flour Mills Company, a country storage for 1,000,000 bushels; the Kansas Milling Company nearly as much, and the Consolidated Flour Mills Company, with elevators in five other cities, in the immediate vicinity, has material storage and headquarters here.

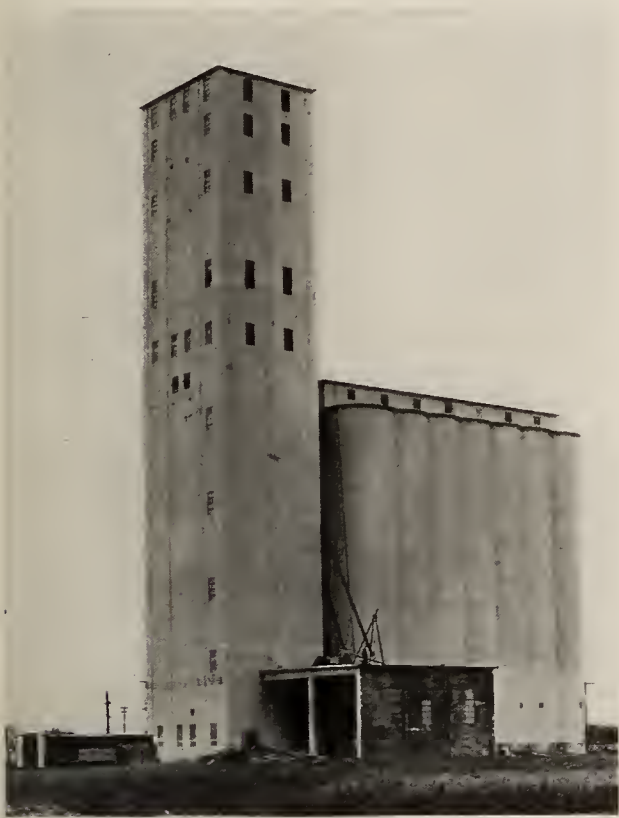
After all, this increased interest in storing in Wichita, is only reasonable. Wichita is the nearest market, to the great Hard Winter wheat belt and admirably situated, not only for the storage of this product, but for the handling of export wheat as well.

Nor is this expansion confined to Wichita alone. In Hutchinson, Enid and other points a similar growth is taking place, and through combination, outright purchase and new building there is concrete evidence throughout the entire Southwest to indicate a new order of things, in the grain world.

For many years, Spring wheat was firmly fixed in the favor of the public, which knew no other, and the Southwest was not recognized as wheat country. Since the introduction of the Turkey Red and other similar Hard Winter wheat varieties, the Southwest has come into her own, in the wheat business.

The first recognition came with the sending of buyers to purchase Hard Winter wheat in this market, and much of this commodity has gone to the elevators of big mills to be mixed with wheat of lower quality from other areas, thereby raising the standard of the whole. Much of the wheat from this locality has been exported for the same purpose, and there have been times when this wheat actually commanded a premium over the regular market price.

Because of this prestige accorded Kansas Hard



PUBLIC TERMINAL ELEVATOR, WICHITA, KAN.

in the union. Of this record production, Wichita excellent showing. When, in addition, it is taken into account that at least another fifth of the crop was used for seed, or is still held on the farms, this showing is even more gratifying.

Wichita handled last year a total of 81,417,200 bushels of wheat and 2,163,600 bushels of corn. This present year it will make even a better showing. A recent ruling, by the two railroad lines, above mentioned, permits the diversion of wheat, for milling and storage purposes, at a rate that should add greatly to the amount handled on that market.

Notwithstanding the fact that the total elevator capacity has been increased 50 per cent, several reasons are advanced, on which to base belief that every Wichita elevator will be filled this year. Foremost among these perhaps, is the fact that Wichita's mill and storage importance have been recognized, during the past year by the two largest milling companies in the country. Namely, Pillsbury and General Mills, Inc.

The Pillsbury Flour Mills Company, has erected a 2,500,000-bushel elevator, of steel re-inforced concrete, electrically powered, and modern in every way. There are 68 giant concrete bins, each 20 feet, in diameter and 100 feet high, making the structure the tallest in the city. Advantageously located, in the heart of the industrial district, it is served by all of the railroads running into the city, and so situated, on the 21-acre tract owned by the company, that there is room for a huge milling plant. This is "looked for with reasonable certainty", in financial and grain circles here.

The Red Star Milling Company (a unit of General



WICHITA (KAN.) TERMINAL ELEVATOR COMPANY PLANT

lowing: The Red Star Milling Company, Pillsbury Flour Mills Company, the Kansas Flour Mills and the Wichita Flour Mills. The bins of the Public Terminal Elevator are prepared for installation of this efficient aid to elevator men. An extra large car puller and other equipment were furnished to this firm by the J. B. Ehram & Sons Manufacturing Company, Enterprise, Kan.

The Webster Manufacturing Company—Weller Manufacturing Company furnished equipment for the Wichita Terminal Elevator and the Wichita elevators of the Pillsbury Company. These concerns also furnished much equipment for the Red Star elevator. During the past year, the J. B. Ehram & Sons Manufacturing Company furnished the Red Star division of General Mills, Inc., with equipment consisting of elevator, conveying and transmission machinery for the new house at Wichita. From this source also came spouting and part of the machinery for the Wallingford house at Wichita.

Add to the storage already given, that of the Kansas Milling Company, 2,000,000 bushels; the Wichita Flour Mills Company's 1,250,000 bushels and the Public Terminal Elevator Corporation,

wheat in local and foreign markets, the state adopted a business slogan, "Kansas Grows the Best Wheat in the World". And to this day it has not been disproven.

Wheat production in other sections is declining, due to a variety of causes. Minnesota alone, with an annual yearly production of 80,000,000 bushels of wheat has dropped to 23,000,000. The Spring wheat sections have mostly seen their day. But, as the older sections decline in wheat production they increase in importance as consuming markets.

Farmers on high-priced land, with limited acreage that does not permit the utilization of power methods, cannot compete in wheat production with the newer sections of this country.

Wheat can be produced more economically in this section, than in any other part of the United States. Land is relatively cheap. This fact and the contour of the land, which lends itself to mechanical farming on a vast scale, makes wheat farming practicable and economical.

Today, in western Kansas, northwestern Oklahoma, eastern Colorado and the Texas Panhandle, great wheat fields of literally thousands of acres,

\*Indebtedness is here acknowledged to Ralph Hinman, editor of the *Wichita Magazine*, and to the *Wichita Beacon* for photographs and assistance in collecting data.



in a single field, are being cultivated to wheat by three or four men with power machinery. Other thousands are lying virgin, covered with the original buffalo grass, only waiting the economic pres-

sure of demand to bring them under cultivation.

With this alluring combination, truly here would seem to be one of the greatest primary markets in the Middle West.

## The Romance of Canadian Wheat Production

In Which Are Related Some Interesting Facts About the Empire of Wheat to the North

By E. L. CHICANOT

**T**HOUGH the Dominion of Canada has come to have a most varied economic production, giving to the world a number of products in ever-increasing volume, she is still primarily thought of the world over in terms of wheat. For most people, the picture the name Canada conjures is one of horizon-rimmed plains of waving golden grain, of the humming of binders and men toiling in the sun, and trains rushing the threshed crop from all directions to ocean ports from where it goes to feed the world. This is because Canada was first brought forcibly to the attention of the modern world as the producer of Manitoba Hard, the most desired of milling wheats, and because the success and expansion of western wheat growing imparted that impetus to development in general, the results of which are so evident today. Wheat is Canada's most important product at the present time, and will probably remain so for long, if not forever.

### 500,000,000 BUSHELS OF WHEAT IN SINGLE HARVEST

Considering the size of Canada's population, her wheat production is staggering. In volume of production the young country ranks only after the United States and Russia. She has produced at a single harvest more than half a billion bushels of wheat, worth to the farmers nearly the same number of dollars, the benefits of the crop being scattered all the way from the western plains to the ocean ports. As an exporter of wheat the Dominion has no rival. Last year she sent abroad to some 65 countries about 300,000,000 bushels, or over 40 per cent of the exports of the entire world. It is therefore easy to understand that the wheat crop, the greatest single item of Canadian revenue, is the factor of greatest individual influence in the Dominion's economic situation.

Nor has wheat production in Canada by any means reached its pinnacle. While a score of other great industries are advancing in quite remarkable manner, wheat growing is moving along a parallel line. The eminent position Canada occupies among wheat producers today has been attained in less than half a century. In the last decade alone, the acreage devoted to wheat production in Canada has increased by 65 per cent, and this was largely a period of depression with little active colonization or land settlement taking place. There is every likelihood of this record being surpassed in the present decade with the active movements to new land under way at the present time and a vast new realm of wheat growing being opened up in the Peace River Country of Northern Alberta. Authorities state that ultimately Canada will produce a billion bushels of wheat a year and find a market for it all.

### WHEAT BELT PUSHING FARTHER NORTH

It might pertinently be asked from where is this vastly increased output to come? It is anticipated that various factors will contribute to achieving this. For one thing, Canada will continue to thrust the wheat belt farther north as she has done in the past, bringing new territory into the realm of possible cultivation and production. At the same time, developments under way promise to add to the production of wheat growing areas, once they have become established. The adoption of labor-saving harvesting machinery and other mechanical contrivances suggests that in the future the individual farmer will be responsible for a substantially

greater volume of production, and there is every prospect of the discoveries of science resulting in a saving of much grain that is annually lost to the farmers, the country, and, inevitably, the world at large.

This is all part of the romance of western Canadian wheat growing which has been apparent ever since the first pioneer farmers settled in the fertile Red River valley in the Province of Manitoba. When a transcontinental railway was built in Canada, thrusting its steel through the western prairies, it was just as sceptically declared that wheat could never be grown north of the international boundary. At that time this was not so far out. The western Canadian prairies were an entirely unproven and somewhat forbidding area. Every kind of wheat was secured haphazardly and grown, and, as often as not, crops were frozen in the fields. First results were certainly not encouraging.

### INTRODUCTION OF RED FIFE

Then serious effort was bent upon the task of discovering a wheat suited to the area, and results were carefully watched. Gradually, the softer varieties were ousted and one known as Red Fife became the standard grown. It was originally a Russian wheat, coming in the first place to Ontario, a mere handful being sent to an individual named Fife who developed it. It spread from Ontario and reached Western Canada by way of the United States. It proved to be not very productive, but possessed alike excellent milling and baking qualities, so that it was prized both by millers and bakers. Its first grade, No. 1 Hard, fetched the highest price on the British market and became famous the world over, being the first variety to fix Canada in the world's eye as a producer of superior wheat.

Unfortunately, however, it was also an uncertain crop. In years of early frost it was often caught and when this happened farmers cried out for a new variety of wheat which would mature a few days earlier, making all the difference between substantial profits and serious losses. An exhaustive study of wheat growing in all countries revealed that there was no earlier maturing wheat known, and the only thing was to create one. This problem was tackled by Dr. William Saunders, director of the Dominion Experimental Farms.

Wheats were imported from all parts of the world where this crop is produced, crossed and experimented with, and then Dr. Saunders died with his work incompleting. His son, Dr. Charles Saunders, succeeding him, took over the immense number of mixed wheats, and, in 1904, discovered Marquis, a cross between Red Fife and an early ripening Indian wheat, known as Hard Red Calcutta. This new variety gave definite promise of ripening earlier than most wheats did, and at the same time yielding heavily. With this discovery, the real era of wheat growing in Canada may be said to have opened up.

As produced at the experimental farm at Ottawa, there were only a few grains. These were planted and produced 12 plants, yielding less than a single pound of grain. In 1907, there was, for the first time, sufficient seed to send to Western Canada for propagation. In 1909 it was planted by farmers for commercial purposes for the first time. Today, 90 per cent of the immense wheat yield of Canada and 60 per cent of the greater harvest of the United States is Marquis, progeny of those few grains de-

veloped less than a quarter of a century ago, at Ottawa.

Canada has, however, benefited to the larger extent. Marquis wheat ripens in from 90 to 155 days, according to the locality, the average being 115 days. This is 10 days or so earlier than wheats formerly grown. The effect of the discovery has been to save crops for farmers in many years of early frost and definitely push the limit of wheat growing much farther north. Few acts attributable to a single individual in world history have been responsible for greater or more general benefit. It is estimated that more than \$100,000,000 have been added to the value of Canada's annual wheat crop through the introduction of Marquis.

### EVER-PRESENT DANGER FROM FROST

Wheat growing in western Canada is yet no sinecure, however. Visitors observing the host of farmers in the spring drilling their seed into the black fields and later seeing them harvest the golden grain in the fall, and the measure upon the threshing machine ticking off the dollars, have no idea of the worry incidental to the season of relative slackness in between these two hectic periods. As the area of cultivation was pushed northward, farmers engaged in wheat growing on the very edge of the danger line. Grain has to be seeded as soon as threat from spring frosts has passed, and must ripen and be harvested before the first fall frosts catch it. It is inevitable that in certain years a proportion of the crop is affected. Last year, for instance, preliminary figures of the estimate of the western Canadian wheat crop had to be revised in a downward direction owing to serious deterioration in the grain at harvest time, due to frost damage.

### BLACK RUST SERIOUS MENACE

Of recent years, a fresh enemy of the wheat grower has made his appearance—black rust. This is a disease caused by a parasitic fungus which settles in the form of microscopic spores upon the leaves of the wheat plant, penetrates through the epidermis when the weather is moist and warm, and draws nourishment from the growing grain as a leach sucks blood from a living animal. The action of the rust fungus upon the wheat plant causes a greater or lesser shrivelling of the grains, the consequence being a greater or lesser diminution of the yield at harvest time.

Rust takes serious toll of Western Canada's wheat crop every year. Since 1907 it is estimated that rust has filched an average of \$25,000,000 a year from Western Canadian wheat growers, a total of \$500,000,000. In one year, 1916, the loss from rust in wheat reached the colossal sum of \$200,000,000. In 1923, 25,000,000 bushels of Canadian wheat, which should have gone to the markets of the world, fell prey to the scourge, resulting in general loss. Just how serious the rust menace is in Western Canada can be judged from the statement that the annual loss sustained in the last days of the crop season from this source is repeatedly one-fourth of the western harvest.

The problem of eradicating rust in wheat has naturally received the most expert scientific study. It was hailed as an important discovery when it was found that wheat which ripened earliest suffered least from the disease, which, after all, is readily understandable in that the fungus is a plant requiring food for its growth and flourishing best on wheat plants in the milk or dough stage, the straw being still rich in those substances which enable the parasite to vegetate luxuriously. It pointed to a way of more effectively combating the pest than any which had been practiced, and stimulated the search for earlier maturing varieties of wheat.

The work of further improving wheat growing has, therefore, been prosecuted yet more vigorously, and consistent endeavors have been made to evolve a wheat which would mature yet earlier than Marquis, combining a high yield and good baking quality with a substantial degree of resistance to stem rust. This work has been carried on unceasingly between the Dominion Experimental Farms and the research laboratories of western universities.

A few years ago Garnet wheat was produced.



August 15, 1929

Addressing the agricultural committee in the House of Commons, the Dominion Cerealists in 1925 said: "The production of Garnet wheat may possibly, in the near future, replace the famous Marquis wheat. This new wheat has capabilities of high production in seasons of drought, ripens earlier than Marquis even in hot weather, thereby escaping the possibilities of rust and frost, and it is hoped that Garnet may extend the wheat growing area many miles farther north."

## GARNET WHEAT FAST GAINS HOLD

The outstanding quality of Garnet is that it reduces the period between sowing and harvesting another ten days. In 1926, some 12,000 bushels were distributed among farmers and sown throughout the Canadian West. Farmers who had crops of both Garnet and Marquis had the unusual experience of harvesting the former before the latter was ripe for cutting. Since that time, the amount of grain available has been greatly multiplied and spread throughout the wheat growing provinces. According to authorities it has justified all claims made for it and added millions of acres to the realm of wheat in the Northwest. In the past winter a shipment of about 10,000 bushels of Garnet wheat was sent to millers in Great Britain and other countries, and if no adverse reports are received from overseas, it is expected that the Grain Board will put Garnet into the same grade as Marquis for the 1928 crop. Thus a yet newer era will open up for Canadian wheat growing.

## REWARD FIRST TRIED IN 1928

Progress is still being made in the evolution of new wheats. Since the introduction of Garnet, a new variety has been developed known as Reward, which was distributed to 400 farmers in 1928 for propagation. It bids fair to become an asset of further additional value in promoting increased production in certain districts and widening the wheat belt a little more. It has proved to be a high yielding variety, excellent in quality, early maturing and frost resisting to a degree even greater than Garnet. It matures about a week earlier than Garnet and for this reason can be grown farther north. It foreshadows that a strip of territory, roughly 75 miles by 1,000 miles, may be added to western Canada's wheat growing territory.

It is a far cry today from the earliest period of Western Canadian settlement, when it was said that wheat would never be grown north of the international border, and the present time when settlers from many countries are pouring into the Peace River country, 500 miles north of it, and wheat is flowing out in increasing volume. A couple of years ago the world's prize winning wheat, as adjudged at the Chicago International Hay and Grain Show, was raised in this region, popularly termed the last west, which brought back to recollection that many years previously what was decided to be the world's best wheat at the Chicago World's Fair came from Fort Vermillion, nearly 750 miles north of the boundary. It stirs the imagination to picture possible developments when newly developed wheats are steadily thrusting the limit of cultivation northward, rendering it possible to grow such crops every year. It answers the question as to where Western Canada's billion bushel crop is to come from.

Finally, after considering what science is doing for wheat production in Canada, it is necessary to briefly note what mechanical invention is doing for the same industry. The era of farm mechanization on the western Canadian prairies has dawned, and this seems destined to have a revolutionary effect upon wheat production. Farms in western Canada are on the average large, there being some enormous tracts given over to straight wheat production. Considerable help is required and it has always been a problem to secure this. There is no permanent supply of labor in the territory for workers. Wheat production has, to a certain extent, been controlled by the availability of labor. Farmers have turned one way and another for relief from this dependency and ultimately found it in the mechanization of the farm.

The story of wheat production in Canada has

been one of ceaseless conflict with the forces of nature, which, with the greatest reluctance, surrendered the wilderness it had clung to for so long. Science, however, has wrested away strip after strip of the territory, until pioneer farmers are growing wheat within the shadows of the Arctic circle. Mechanical invention has demonstrated the greater value of the farmer's arm as a control than as a lever. Between the two, Canada confidently looks forward to a steadily expanding acreage and increasing volume of production as the enthralling romance of wheat growing in the far north continues.

## \$20,000,000 GRAIN COMPANY FORMED AT CHICAGO SESSION OF FARM BOARD

Members of the Federal Farm Board, at the first meeting of that body to be held outside its home office, Washington, adopted proposals for the creation of a sales corporation having an ultimate paid-up capital of not less than \$20,000,000.

While much detail remains to be worked out, this much was decided upon. It is to be an agent of all grain co-operatives in the United States, in all



ALEXANDER LEGGE

markets of the United States and foreign markets for the collective selling of such parts of the grain crops as are now, or may be hereafter, marketed co-operatively at terminal points.

Such a corporation, it was pointed out, could act as loaning agent for the board in making available to grain growers, funds provided under the new farm relief act of congress.

It was agreed upon that the original capital of the contemplated corporation should be supplied by the grain associations, each it was decided, in proportion to the grain it provided.

The meeting was held in Chicago so that the officials of the various grain marketing bodies could attend. Something like 50 representatives, besides the members of the board, attended.

It was emphasized that the new corporation was in no sense to be an arm of the Government, nor, it was further emphasized, is it to be an arbitrary creation of the farm board. It is to be managed, controlled and operated by the farm groups, which make it up.

Mr. Legge, chairman of the board, after the meeting, said in part, it was agreed upon that the plan was so large and the details of its development so ramified that a great deal of time will be necessary before such a corporation could, in any event, be placed in active operation. The board proposed, he concluded, that the new corporation shall be organ-

ized so as to be eligible for loans under the agricultural marketing act; and, it was further proposed, that the new corporation shall be the intermediary between the board and all the grain grower co-operatives in financial transactions.

The question of the control of the surpluses was not touched, but Carl Williams, member appointed to maintain representation with the press, said that the present set-up will continue, so far as the local organizations of farmers' co-operatives are concerned. It will not change the separate identity of the various members as wheat pools, or grain associations or farm bureaus or farmers' elevators. But it contemplates consolidated action on marketing. The plan, he concluded, merely proposes a corollary organization which will be effective in sales of grain.

All board members, with the exception of the Secretary of Agriculture were present. And, practically every state in the middle western wheat belt was represented by delegations. Senator Brookhart, of Iowa, was present for a time.

## "BOARD CANNOT SERVE AS BUYER OR SELLER"—LEGGE

In an address, delivered before the fifth summer session of the American Institute of Co-operation, Alexander Legge, chairman of the Federal Farm Board said in part that the Federal Farm Board, as now organized, could not buy nor sell any commodity, agricultural or otherwise. He claimed that it was the board's duty to assist the associations to do a better job, themselves. "True," he stated, "while we are assisting you, we will want to have some voice in the transaction, particularly when you call for government funds to aid in the operation, but, if this counsel or advise on our part becomes irksome, and you do not like it, the solution for you is simple; namely, to liquidate the indebtedness to the government. When this is done, you will be perfectly free to tell us where to go."

Mr. Legge emphasized the importance of prompt action, but laid equal stress on the high importance of moving in the right direction.

He spoke of the need for the individual members to familiarize themselves with the laws of the act. He pointed out that with a full knowledge of what specific outlines the board had in contemplation, the members of the different associations concerned could aid themselves in finding a common ground on which they could work together, and ultimately, pull together.

Referring to the contemplated program of the board he said that they (the board) had in mind a long-time constructive program, rather than one of simply dealing with emergencies.

After taking note of the fact that lack of finances had been a decided handicap to cooperatives in the past, he mentioned that future financial assistance would be possible through the board. He warned that money could not be loaned to build new plants or facilities where satisfactory facilities are already available. He concluded by expressing the hope that the members would appreciate the immensity of the problems before the board, and further, that the problems of agriculture are of long standing and could not be solved overnight.

It is worth noting here that President Hoover, after futile efforts on the part of farm groups to agree on the final candidate for the Federal Farm Board, has appointed Samuel R. McKelvie, a farm paper publisher and a former governor of Nebraska. Mr. McKelvie is the wheat member.

For a matter of record the other members of the board are: James C. Stone, Richmond, Ky.; Carl Williams, Oklahoma City, Okla.; C. B. Denman, Farmington, Mo.; Charles C. Teague, Santa Paula, Calif.; William Frank Schilling, Northfield, Minn.; Charles S. Wilson, Hall, N. Y., and Alexander Legge, of Chicago, chairman of the board.

A BUSHEL of corn will yield 2.4 gallons of alcohol.

"THE Federal Farm Board will render the greatest service to agriculture and to the nation by helping the farmer help himself."—Chairman Legge.





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CHICAGO, ILL., AUGUST 15, 1929

## TUNING OUT STATISTICS

EVIDENCE that the secret society for the abolition of statistics has been accomplishing some good this year, lies in the refreshing fact that only two countries are reporting 1929 corn production. The United States and Bulgaria, the only two nations getting down to brass tacks on this subject, show a combined yield of 2,691,930,000 bushels, or 5.7 per cent less than the 1928 harvest.

Eight countries, however, have had adding machines rattling off corn acreage figures, and they give King Corn's domain as including 116,589,000 acres, 1.4 per cent less than he had last year. As a result of all this or something, even No. 3 yellow is quite a buoyant proposition, bouncing around up above the dollar mark, at a price about 10 cents over last year's quotation.

This shows what control of statistics will do. We think statistics would prove that statistics have been over-rated as an aid to grain dealers.

## 100 PER CENT GRAIN MARKET

GOVERNMENT figures rank Wichita, Kan., as the sixth grain market in the United States. In this connection, however, it is worth noting that the Wichita Board of Trade, since its origin in 1903, has reported only grain sold over its cash tables. Cars that are merely inspected in that market, even those sold by board members for direct shipment elsewhere, are not included in the receipt figures. If applied in all markets, and

by all board of trade statisticians, this policy might shuffle the deck of market rankings.

According to the *Wichita Magazine*, the board's membership has expanded nearly 700 per cent since 1903, and it is true that the growth has been one born of what might be termed 100 per cent pure grain trading. Wichita dealers are not interested in a stock trading sideline. They are not even lured by the idea of a local grain futures mart. With cash grain they have enough to keep them busy.

The \$40,000,000 annual volume of the Wichita Board of Trade, then, is no "paper" figure. It is the actual turnover of real grain in a real and exclusively grain trade market.

## THE AUGUST APPEAL OF THE FARM BOARD

THE Federal Farm Board, in a statement issued a few days ago, emphasized that distress in the present wheat marketing situation is due to the unnecessary haste of farmers in moving their wheat to elevators. It is urged that shipments be withheld until notice is broadcast that the congestion is relieved, or until the national grain corporation, sponsored by the board, can get on its feet.

The committee of 16, appointed at the Chicago conference, is proceeding with plans for the activity of this corporation in the near future. Meanwhile, the board makes appeal that as much wheat as possible be held on the farms.

In view of the recent slump in wheat prices, no such appeal should be necessary. The market decline is quite obviously due mainly to congestion, as crop news still is bullish. This circumstance, coupled with the probability that the Farmers National Grain Corporation can hardly be expected to pass up the chance of playing hero and saving the day in a big way, as soon as it is organized, indicates that wheat is on the verge of a higher value. We have an idea that \$1.50 a bushel would not seem exorbitant to the directorate of the new marketing corporation.

## HITCHING UP

WHATEVER else a United States Secretary of Agriculture may or may not be, he must be, publicly at least, an optimist. A secretary of the treasury may be a pessimist and talk of deficits, a war secretary may be very gloomy these days when his job is being outlawed from under him, and even the postmaster general can go around telling people that stamps are too cheap, and the president and public will take it all good naturedly. But the spirit of Pollyanna must be breathed by the one who holds the agricultural portfolio. As far as we can see that is the tradition, anyway, and Secretary Hyde is not to be blamed (by us) for living up to it.

Secretary Hyde agrees with the farm board chairman that "co-ordinating production with demand" is one of the main essentials if not the primary basis for agricultural relief. They admit that orderly production must be the preface to orderly marketing.

Co-operative associations have been given

trial after trial in many states, over a long period of years. They have signally failed to effect orderly production, except in an isolated case or so, such as with milk. With this reputation, then, why is it that Secretary Hyde announces that "co-operative associations are the one agency which can effectively discourage unwise expansion in acreage?"

It is not an optimistic thing to say, but the co-operative association, with half an eye on production and an eye and a half on marketing, is the one agency that has proved its inability to control production.

Yet there is room for optimism in the mere fact that, after years of Governmental harping on co-operative marketing, there is at least some talk of putting the production horse before the marketing cart. A strong or clever man will have to do the hitching, though. The horse has never known a harness, and has consistently bared his teeth at co-operation.

## THE LITTLE BLACK SALESMAN

A GRAIN firm sold two carloads of wheat, worth \$4,800, at a selling cost of \$6.80—the price of the long distance telephone call that opened and closed the deal. J. G. Frederick sees fit to mention that instance of low sales cost in his book "Selling By Telephone." Doubtless, dealers in a dozen markets could cite larger trades and perhaps smaller sales expense percentages from their own daily routine.

Wheat and corn specialists, though, will have to sharpen their pencils before jotting down a more impressive "telephone income" than that shown by a lowly bean dealer here in the Middle West. Seventy-five per cent of his \$5,000,000 annual bean business is done over the telephone. He thinks the telephone is a greater invention than the airplane.

Mr. Frederick has advice for grain dealers who want to grow rich by exercising cradle phones. "Hello" as a business salutation, he warns, is as obsolete as the big red and gilt phonograph horn. Another suggestion is worth thinking about. If you're selling 5,000 or 9,000 bushels of something, be careful. Five sounds like nine, and unless you say "ni-yen" for nine and "fi-iv" for five over the phone, don't complain when the confirmation comes in all balled up.

Reports from Federal supervisors in Hard Winter wheat territory, show that in Texas and Oklahoma protein content averages about 12 per cent, slightly lower than last year. Wheat to the north, though, seems to be doing better on protein than a year ago.

After a rise of about 30 cents per bushel since the beginning of the new crop year, wheat prices have leveled off, for the time being at least, but continue to be steady with some strength shown at times during August. Continued drought over the Spring wheat districts of the United States and Canada and prospects of larger exports were factors that strengthened the market. On the other hand, heavy receipts and a large increase in the domestic visible supply tended to pull prices down.



EDITORIAL  
MENTION

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Fire hazard is a grain trade worker that never goes on a vacation.

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Even the greatly increased storage facilities of the Southwest have been over-taxed this year, and the elevator building "show must go on" if storage is to match production.

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Wheat receipts at Kansas markets show more rye mixture than last year—and more smut. Kansas may grow "the best wheat in the world" but it still needs the service of elevator cleaning equipment.

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The first estimate of the Winter wheat crop in Germany is 110,000,000 bushels, according to the August report to our Government. This is a decrease of 13.5 per cent from the 1928 production, but, nevertheless, next to the record crop within present boundaries.

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Wheat congestion in Galveston, Texas, may be expected to be relieved this month, says Carl Williams, member of the Federal Farm Board. Yet grain elevators are reported to be full and thousands of carloads lie idle in the yards. The poor appetite of foreign buyers, though, cannot last forever.

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It is estimated that if all the industrial alcohol produced in America were made from corn, the production of distillers' grain would amount to nearly 250,000 tons. It is problematical whether with this increased output, the average price of brewers' grains would stay at the present level of about two cents per pound.

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Fred G. Smith, of the Federal Grain Supervision headquarters in Chicago, recently delivered a radio address over a national network of stations, and suggested to his invisible, rural audience that "the enormous losses through storage damage which occurred last year are largely preventable if grain is so stored that it can be properly handled, and if the damp grain is placed in the hands of those equipped to dry and re-condition it." All the advertising grain drying can get will not be too much.

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The story of how Levi Z. Leiter and Marshall Field, pioneer merchant princes of the middle West, publicly endorsed the Chicago Board of Trade in a period of national financial stress, was related here recently. In the gloomy days of 1873, so the story has it, a financial panic swept the business affairs of the nation into confusion. Conditions went from bad to worse quickly when the banking house of Jay Cooke & Co. suspended. A rumor spread in Chicago that the Board of Trade would close. Field and Leiter heard the rumor. In a few moments they appeared on the exchange floor. Both were members of the board. "What this we hear of closing the Board of Trade?" they wanted to know as trading momentarily halted in the nearby

pits. "We have members' rights in the management of this association. We protest.

"To close will cause incalculable harm to the agricultural and business interests of the country. It is imperative a market is kept available so the farmer can readily obtain cash for his products and the consumer meet his needs in an open market!" Whether the rumored closing had been seriously considered is unknown. At any rate the appeal had the desired effect. All that is ancient history now, but if some crisis developed today, and the same question came to a showdown, the board and business still would have their champions.

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CROSS-SECTION NOTES ON  
THIS ISSUE

*Yarns* spun about the little black grain salesman, a hot-weather editorial: Page 86.

"*Stop-and-go*" color codes, for the seed import traffic, a review and a reminder: Page 112.

*Wichita*: Grain statistic manufacturing center, on Pages 83-4.

*Trading in grain a la* Argentine: Page 80.

*A chat* with an efficient terminal market elevator superintendent and with his partner, an efficient elevator engineer. That's what Mr. Morse relays to you in the first-page story.

*Key notes* sounded by America's grain marketing premier: Page 82.

*J. A. Schmitz*, dean of the grain weigh-masters, has the floor on Page 81.

*Golf* and seed research conducted simultaneously: Page 113.

*Men* whose long, active lives made grain trade history. The obituaries of B. C. Moore, A. E. Reynolds, and J. K. Mullen are published this month.

*A new* vitamin value for the consideration of the elevator-feed dealer: Page 99.

*The pool's* "quotation" on No. 1 Northern wheat: Page 82.

*Grain* for 2,000,000 gallons of Federal whiskey: See the Louisville news letter, Page 94.

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As prices of farm products mounted steadily on the leading commodity exchanges during recent weeks doleful reports of the economic position of agriculture continued to emanate from organized "relief" areas of the grain belt. It remained for a New York financial publication, before the so-called "bull" market in farm produce had well started, to come to the defense of farming as a profession. According to this publication, the *Hall Street News*, the per capita wealth of the farm population of the United States today surpasses that of any farming people in history. "Sentimentalists and politicians have drawn a picture of American agriculture which purports to show that poverty is general in the farming sections, that hardship caused by a staggering loss of profits is driving farm facilities to desperation, and that the economic stability of the nation is menaced because of the decadence of agriculture," the paper says editorially. "In the same breath we are told of the excessive production of crops; the too great investment of capital in farming; the heavy taxes borne by the farm-

ing population for the support of local schools and for the construction of roads, and of the inability of the farmer to obtain credit."

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Latest reports from the Gulf say that certain lots of wheat are selling for export at fair premiums. Ruinous discounts have been charged against some grain in the first rush of the market, and the new news is welcome.

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Crop news from the Southwest is getting stale now, and the market traders seem mainly interested in receipts. It is claimed that the mid-August export clearances from Gulf ports are larger than expected, but in the absence of clearance figures, not much weight can be given the rumors.

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The tariff commission has not completed its report to President Hoover concerning the cost of producing foreign and domestic corn, but according to an announcement this month, the cost study soon will be made public. Some of the commission members are opposed to any increase in the corn duty, and claim that Argentine corn exports are negligible, anyway. The President, however, is reported as disagreeing with that theory. It is understood that he has listened with interest to the idea of Argentine corn imports being important, not because of their volume, but on account of the psychological effect which imported offerings have on domestic corn in fixing a price for the latter. With this in mind, the chief executive may not wait for the 25-cent tariff rate proposed in the Hawley Bill, but may establish a 22½-cent rate under the flexible provision of the tariff law now in effect. The 1928 corn tariff work of certain grain exchanges and grain trade associations is at last beginning to show results.

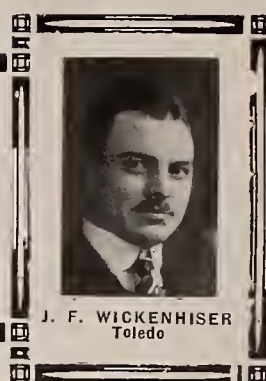
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The Government in the grain business, or at least acting as chaperone extraordinary of the grain trade, is a job big enough to occupy all the time of even so competent a group as the present Federal Farm Board is said to be. Yet this group must not only keep its hand in at grain marketing but enter into a dozen different agricultural marketing fields. On August 13, for instance, the alleged need of a \$3,000,000 or \$5,000,000 loan to aid in the orderly disposition of this year's cotton crop, was presented to the board by cotton growers' representatives. While they still have their hands full with the formation of a national farmers grain corporation, members of the board now will have to hold everything and consider the plight, if any, of those ground under the heel of the present cotton marketing situation. The \$5,000,000 cotton handout will be necessary, the board has been informed, to supplement funds obtainable through the intermediate credit system and local banks to pay off cotton growers who desired to exercise their option of collecting from the co-operatives with which they had deposited their crop. The board is said to be favorable to the general idea. Well, now that the Agricultural Marketing Act has been passed, the best and speediest proof of its good points, and especially its bad points, will come from rapid exercise of its provisions.



H. C. GAMAGE  
Kansas City

# NEWS OF THE TERMINAL MARKETS

J. F. WICKENHISER  
Toledo

## RAILROADS ESTABLISH RECORD FOR CARLOAD LOTS IN CHICAGO

Record carload lots have been established by the railroads in moving more than 400,000,000 bushels of grain annually at the Chicago market, according to information supplied by J. A. Schmitz, weighmaster of the Chicago Board of Trade.

Weight limits on grain shipments are fixed at 80,000 and 100,000 pounds per car but at rare intervals bumper shipments, far in excess of these limits, reach the city intact, according to Mr. Schmitz.

Here are some of the record consignments weighed by his office:

### In Single Cars Unloaded at Chicago

Wheat .....	163,100 pounds
Corn .....	148,040 pounds
Rye .....	142,890 pounds
Barley .....	127,700 pounds
Oats .....	129,090 pounds

"The weighing department of the Chicago board of trade supervises the weighing and handling of more than 400,000,000 bushels of grain each year," said Mr. Schmitz. "Each year the department acts as custodian of approximately 170,000,000 bushels of grain.

"Contents of grain cars are safeguarded by the weighing department of the board from the time of their arrival in the Chicago switching yards until they are finally delivered at the unloading elevator.

"Weight certificates the board of trade issues are accepted by farmers, brokers, exporters, millers, railroads and the internal revenue department of the government."

Twice each year, the board of trade weighmaster joins with a committee of Chicago bankers to check accurately the stocks of grain in public storage warehouses at Chicago, thereby assuring the financial houses that the grain upon which they have loaned money continues to exist.

## CHICAGO GRAIN DELIVERIES 21,903,000 BUSHEL

Deliveries of grain on July contracts at the Chicago Board of Trade totalled 21,903,000 bushels. The deliveries were distributed as follows: Wheat, 11,958,000 bushels; corn, 6,438,000 bushels; oats, 1,384,000 bushels; rye, 2,123,000 bushels.

During the month just ended 3,750,000 pounds of lard, 200,000 pounds of ribs and 4,850,000 pounds of bellies also were delivered on July contracts; 84 cars of wheat were delivered on track during the closing day of the month.

September will be the next big delivery month at the commodity exchange.

## BROKERAGE AND BANKING INTERESTS GIVEN TWO FLOORS IN NEW CHICAGO BOARD OF TRADE BUILDING

The new 44-story Chicago Board of Trade Building, now climbing skyward, is to devote two entire floors to banking and brokerage houses, according to announcement.

Lee, Higginson & Co., have leased the east half of the second floor, together with a ground floor entrance on Jackson Boulevard, for a term of 20 years. The west half of the second floor has been rented to A. B. Leach & Co., for a period of 15 years.

Other leases reported from the same source include Farroll Bros., who have taken space on Jackson Boulevard at the La Salle Street corner, and Boesel & Co., who have taken more than 11,000

square feet, comprising approximately, the east half of the fourteenth floor.

Many grain brokers have also leased space in different sections of the building.

Completion of the building is not looked for until the spring of 1930.

## A REPUTATION

In all the terminal markets of the country it would be difficult to find any members of a co-partnership who are more highly regarded and more

Photo by Blank & Stoller, Inc.  
R. M. WHITE

universally respected than R. M. White and his son, E. M. White, of the White Grain Company of Duluth, Minn. It is not because they have been successful, as they have, but on account of the

Photo by Blank & Stoller, Inc.  
E. M. WHITE

high character of the individuals. This, on the most casual acquaintance, is patent, and is reflected in the cool judgment and the unfailing courtesy which is given to every man and every proposition that they come in contact with.

When the firm was organized about 15 years ago, both father and son had a long record of successful service with Randall, Gee & Mitchell. R. M.

White was treasurer and director of the company with 13 years of association, while E. M. White had been floor man for the company for eight years.

Their experience had shown them the possibilities of specializing to some extent in hay and the feed grains, for the lumber interests of the Northwest use countless horses in the woods and their needs were great. The dealers supplying this trade have come to look to the White Grain Company for their supplies, and the volume of this business alone is quite astonishing. In addition, the company does a general receiving and forwarding business in both grain and hay.

R. M. White's knowledge of and experience in the hay trade early led to a prominent position in the National Hay Association which he served in various offices, including its presidency.

The White Grain Company never seeks the limelight of spectacular publicity, but they rest secure in a reputation for integrity and courtesy that has made them friends everywhere.

## PORTLAND EXCHANGE HOLDS ANNUAL ELECTION

Six directors were elected for one year terms, six for two year terms, and four of the present directorship were renominated by the nominating committee of the Portland Merchants Exchange at its annual election.

The committee named the following for one year terms: John H. Burgard, R. J. Beckett, J. A. Dowling, Fay Malone, S. E. Semple and Walter L. Wilson.

These were elected for one year terms: George Clark, George Eggers, Earl Hamilton, H. A. Martin, Paul Ostroot and A. L. Tucker.

The following comprised the nominating committee: Harry S. Eaton, A. M. Crystal, A. E. Sutton and D. J. Fraser.

New trading hours for the exchange were voted on. The opening gong is now at 8 a. m., during the week, with the closing at 10:30 a. m., with the exception of Saturdays, when the closing time is set at 9:30 a. m.

The exchange reports a heavy volume of trading during July. Trading has exceeded the expectations of the exchange's sponsors.

## SEATTLE EXCHANGE ELECTS; LOOK FOR BIG YEAR

The Board of Trustees of the Seattle Grain Exchange re-elected W. H. Foster, H. L. McIntyre, and R. M. Hawkins, president, secretary and treasurer, respectively. Frank E. Ryer was elected vice-president. Mr. Foster is head of a grain firm organization bearing his name. Mr. Ryer is a recent newcomer to the Seattle grain interests, having formerly been established in Portland. He is president of the Ryer Grain Company. Mr. McIntyre is general manager of the grain division of the Washington Co-operative Egg and Poultry Association, Seattle headquarters. He has served as secretary of the exchange since its establishment in May, 1926. Mr. Hawkins, one of the youngest members of the grain group in Seattle, is president of the R. M. Hawkins Grain Company.

The officers predicted that this August would be the greatest in the three years of the board's existence. Trading during the month of July more than doubled the volume for July, 1928.

By order of the Board of Trustees of the exchange, closing time was changed to 10:30 a. m.



Exception is made for Saturday, when the closing time will remain 9:30 a. m.

The new time places the closing hour on the Seattle Grain Exchange 15 minutes after the final trading bell in eastern and Canadian wheat future markets, on regular week days, and an even half hour later on Saturdays.

### CHICAGO BOARD OF TRADE TO OPEN SECURITY MART NEXT MONTH

The 81-year-old Chicago board of trade will open a securities market the morning of September 16, according to a recent announcement following a meeting of the directors.

Chicago's financial structure, financiers have asserted, will be notably broadened and strengthened by the commodity market's enlargement to include a mart for stocks and bonds.

Not only will the board's immense system of privately-owned quotation wires align South, North, East, West and foreign nations with Chicago's financial district, but, on September 16, it is pointed out, this city will be the scene of the most comprehensive marketing exchange in commercial history. A single membership will entitle the owner to trade in grain, provisions, cotton and securities. Sales of membership on the board are quoted now at over \$60,000.

President Samuel P. Arnot announced the date of opening as coming at an apparently favorable period in the exchange's long history.

"When the securities market opens within five weeks it will follow a run of brisk trading on the exchange," he commented.

"Approximately 1,000,000,000 bushels of grain were traded in on contracts for future delivery last week alone on the board of trade. Widespread participation by the public in these markets and the ease with which the board handled the volume assures the favorable attention of a great field of investors in board of trade securities.

"The same public interest we have always commanded influenced the success of our cotton market, not yet five years old. We are confident those investing thousands will turn also to securities. Our success in the new field will be Chicago's, bringing to the city financial investments which logically should be made here."

Formal applications to list securities have been received in satisfactory volume from substantial corporations, it was made known. They will be passed upon shortly by the stock list committee headed by Arthur F. Lindley.

Stocks which pass listing requirements will be announced as quickly as they are accepted for trade. Meanwhile, immediate plans will be undertaken to provide physical space for the new board of trade market.

Quotation and listing blackboards are reserved for the market at the north end of the pits and trading posts will be established nearby. In the new building at the head of La Salle Street, which the board will occupy in a little more than nine months, adequate trading space for all markets is provided on the huge 'change floor.

Legislative action to speed listing of securities and revision of rules to include securities have marked the 18 months' work which culminates September 16.

"The securities market," President Arnot announced, "embodies the strictest regulations and best trading practices of all the leading exchanges. Our rules and regulations follow very closely those of the New York Stock Exchange, long recognized as the premier market in securities.

"The board will be guided by the highest principles for protecting the public interest. Our purpose, and we shall stick to it, is to admit for trade only the highest type of security and maintain a firm hand in its marketing."

Since members of the board of trade voted to add securities, its records show that memberships held in New York have increased from 131 to 186. Foreign nations where memberships are held now include Canada, England, Holland, France, Germany and Japan. Thirty-two states and the Dis-

trict of Columbia are represented on the Board of Trade registry.

The immense wire system reaching out from the board, over which securities' quotations will be dispatched, taps all but three states of the union.

Besides Mr. Lindley, other members who will be active in the new market include James Norris, Fred Uhlmann, A. E. Cross, B. R. Brown, C. H. ReQua and James W. McCulloh, stock list committee.

Members of the securities committee are Thomas Y. Wickham, E. H. Bagley, G. B. Van Ness, H. S. L. Reno and G. H. Tanner.

### CANADIAN GRAIN INTERESTS IN \$10,000,000 MERGER

Recent announcement from Winnipeg reports the merging of nine important grain and elevator companies of that city. The merging concerns, with assets estimated at nearly \$10,000,000 is to be known as Federal Grains, Ltd., and will directly control 399 country elevators and, in addition, terminal elevator space with a 7,250,000 bushel capacity.

James Stewart, well known Winnipegger, is slated for the chairmanship of the board. Other officers



JAMES STEWART  
Board Chairman of New Canadian Grain Firm

are J. C. Gage, president; Harry E. Sillers, vice-president; and A. P. Michael, general manager.

Further financing for the organization will be effected by a public offering of bonds and preferred stock.

### GRAIN INTERESTS AMALGAMATE

F. H. Peavey & Co., of Minneapolis, are, it is reported, to reorganize a portion of their holdings in the Dominion of Canada. It is said that the Northern Elevator Company, Ltd., is to absorb the Security Elevator Company, both of these concerns having previously been run as separate organizations, by the Peavey house. The purpose of the amalgamation is merely a matter of cutting down the operating expenses. These companies operate 180 country elevators in the three prairie provinces, Manitoba, Saskatchewan and Alberta.

The Peavey holdings now own and operate the following Canadian Companies: The Northern Elevator Company, Ltd.; The National Elevator Company, Ltd.; and the Grand Trunk Pacific Company, Ltd.

In all, these companies operate 450 country elevators, and one terminal elevator with a 5,750,000-bushel capacity.

### PEORIA PREPARES FOR GRAIN MEET

Plans are well under way for the entertainment of the members of the Grain Dealers National Association when they gather next October at Peoria, Illinois, for their annual convention and Edward Sande, president of the Peoria Board of Trade

and B. E. Wrigley, whom he has appointed chairman of the general committee say that the 1929 convention of the grain dealers will be one which will make a mark in the association's history.

This is the third time Peoria has been host to the national association, the first being in 1902 and the second time in 1915. Both these gatherings were considered big successes and every effort is being exerted to make it "three in a row."

Assisting Messrs. Sande and Wrigley as members of the general committee are N. R. Moore, finance; H. H. Dewey, transportation; George Brieir, hotel and reception; and W. S. Miles, golf. The general committee will handle the entertainment, with the aid of a sub-committee, members of which will be announced later. Entertainment will be a big feature of the convention as only morning business sessions are held. Features of the evening entertainment will be the annual banquet and the president's ball.

### VOLUME OF GRAIN FUTURES TRADING IN JULY

The volume of grain futures trading on the Chicago Board of Trade for July, 1929, was nearly twice that of July, 1928. July, 1929 total for all grains was 3,097,166,000 bushels as compared with 1,457,501,000 bushels for July, 1928. The total for all grain in June, 1929 was 1,653,226,000 bushels. The July total was divided among the grains as follows: (The June figures are given in parentheses for comparative purposes): Wheat 2,432,109,000 bushels, (1,151,259,000); corn, 481,869,000 bushels (434,467,000); oats, 133,449,000 bushels (37,387,000); rye, 49,739,000 bushels (28,113,000).

Average open contracts in futures on the Chicago Board of Trade for July "short" side of contracts only there being an equal amount open on the "long" side were as follows: Wheat 172,889,000 bushels compared with 90,257,000 in July, 1928, and 129,161,000 in June, 1929; corn, 48,567,000 bushels against 78,156,000 in July, 1928 and 51,210,000 in June, 1929; 23,220,000 bushels compared with 23,824,000 in July, 1928; rye, 7,975,000 bushels compared with 10,381,000 for July, 1928 and 9,334,000 for June, 1928.

Average total for all grains in July was 252,651,000 bushels as compared with 202,618,000 bushels for July, of last year and 205,081,000 bushels for June of this year.

### HYDE PROMOTES MEHL, EX-HEAD OF IOWA ELEVATOR

J. M. Mehl has been promoted to the office of Assistant Chief of the Grain Futures Administration of the United States Department of Agriculture, Secretary Arthur M. Hyde announced this month. Since 1924, Mr. Mehl has served as senior grain exchange supervisor in the Chicago office of the Grain Futures Administration. In commenting on the appointment, J. W. T. Duvel, chief of the futures administration, said that Mr. Mehl will be charged primarily with looking after the legal phases of the enforcement of the Grain Futures Act.

He will also serve as contact officer between the grain futures administration and the Federal Farm Board, in Washington, Mr. Duvel said, being unusually well qualified with a background of boyhood in the corn belt, education in law, and from experience and contact with the grain business both in co-operatives and in the principal grain market.

Mr. Mehl was born in Illinois, reared and educated in Iowa where he was admitted to the bar in 1916. He joined the United States Department of Agriculture in 1917 as investigator in co-operative marketing. He had had previous experience as manager of a co-operative grain company in Iowa. He attained his Master's degree in law at Georgetown University.

MORE cars of wheat were officially graded in 1929 than in any other year: 656,337.

OF THE 614,189 cars of wheat graded by Federal inspectors during the year ending July 1, 1928, over 32 per cent, or 200,825 cars graded No. 1.



## DEMAND FOR CORN IN PEORIA

Wheat receipts here have not been large due to the fact that Peoria is not much of a wheat market. About all the arrivals are sold to feed milling concerns and of course some shipments are forwarded to other terminal markets.

Corn receipts have been fairly good up until the last few days, and there has been a very active demand for this cereal, for all grades, from the industries whose daily grinding has been large. The off-grades are bringing exceedingly good prices as compared with other markets. We look for the active demand for corn to continue.

Oats receipts have been fairly large and those that have been sold have brought good prices. However, we have a serious handicap here owing to the fact that the elevator storage room in this market is filled up, and it will be absolutely impossible to store any more oats in this market, and quite a number of the dealers who have a good many coming, bought to arrive, are and will be compelled to forward them to other markets.

Barley receipts have been fair and most of the arrivals are being taken by the feed mills at good prices. There is a good demand for choice No. 2 malting barley.—*Mueller Grain Company, Peoria, Ill., mid-August letter.*

## INDIANAPOLIS WHEAT RUN ABOUT OVER

The wheat run is about over in our market. Elevators are pretty well filled but we don't look for receipts to be at all burdensome. Some better demand is expected and we look for a rather sharp advance in cash wheat prices in relation to the option.

Corn receipts are rather light but there is plenty of corn to fill local requirements. Buyers of corn rather inclined to go slow figuring that we will have a decided increase in corn receipts shortly.

We are right in the midst of the oats movement. Having a good demand. A large percent of our oats receipts were grading No. 2 white oats but receipts the last few days have not been quite so good, the oats running now fairly heavy in moisture. With favorable weather for threshing, the big oats movement will be over within the next week or 10 days.—*Cleveland Grain Company, Indianapolis, Ind., mid-August letter.*

## HEAVY MOISTURE CONTENT

An inch and a half of rain here, mostly early in the week, with temperatures rather below normal made very pleasant August weather. Nearly all of the wheat is now threshed but at least a week of good weather is needed to get the oats threshed and under cover. Those who threshed wheat and oats this week found that these grains contained about 2 or 3 per cent more moisture than heretofore. We are hoping our farmers will have just a little patience and not thresh till the shocked grain dries out. Our weather man promises enough good fine days this month to secure the grain in proper condition to ship or bin safely.

One hears a good deal of talk these days about the orderly marketing of grains. It occurs to us that the marketing of the wheat crop this year was most disorderly. As a rule Illinois farmers have almost to a man sold all their wheat as it was threshed which was one cause of the glutted markets recently. Local dealers have not binned much of the crop, but have put away some here and there, awaiting a better demand for the cash article.

An unusually large portion of the oats crop was sold when the farmers could get 40 cents or better, but when the price dropped under that figure, offerings let up decidedly. From all we can learn the oats are a light crop of good quality. The average yield in central Illinois will prove to be between 30 and 35 bushels per acre.

Excellent weather conditions for the growing corn crop. In some sections it is still very backward, in others it looks well, color generally that nice green shade so much desired. Far be it from us to say what nature can or may not do, but we consider our corn prospects only fair and that the

amount and quality harvested will depend largely upon the weather given us during next 60 days.

Many corn growers are holding their old crop for a dollar a bushel. We look for a moderate movement around present prices as soon as pressing farm work is out of the way.

Recent rains have put stubble fields in excellent condition for fall plowing, this work is now proceeding briskly.—*H. I. Baldwin & Co., Decatur, Ill., mid-August letter.*

## B. C. MOORE DIES

Benjamin C. Moore of the Moore-Seaver Grain Company, Kansas City, Mo., and for years one of the most popular and influential members of the Kansas City Board of Trade, died on August 11 at the Research Hospital in Kansas City.

For the past 18 months Mr. Moore had been ill with cancer of the stomach. About six months ago he decided that he would not recover and had his business affairs put in order. To those who knew him his death was met in the same humor that had endeared him to his friends. He had been inactive for some time so far as his business was concerned.

A Kansas City man, Mr. Moore had been president of the Board of Trade, serving in 1916. He was born here 53 years ago, February 4, 1876, the only son of the late John W. Moore, at one time mayor of Kansas City and president of the Board of Trade in 1899.

He was educated at Missouri Valley College at



THE LATE B. C. MOORE

Marshall and entered business with his father when he finished school. Following his father's death he was associated with several grain concerns, becoming a partner in the Moore-Seaver Grain Company in 1908.

It was said that he knew intimately more grain men than any other man in the business. And this fact, coupled with his energy and character, made him an important figure in the grain business. Since 1918 he had operated under lease the Kansas City Southern Elevator, one of the most important elevator units here. He had served on the national legislative committees of grain exchanges and was active in civic affairs.

In 1925 he became the agricultural vice-president of the Chamber of Commerce, and he was a director of the Kansas City Club for four years. Recently he had been made receiver in grain failures. Only a few days ago, when he was too ill to spend more than an hour a day with his own business, he spent a whole day writing checks, the final payments to creditors in his last receivership.

He contributed liberally to charities, though most of his contributions were silent ones. He is survived by his widow and daughter, Miss Martha Moore, of Kansas City. Funeral services were held at 3 o'clock, August 13, at the Country Club Christian Church.

## COL. MILES KEEPS FIT

Col. Grant M. Miles, junior member of the firm of P. B. and C. C. Miles, Peoria, Ill., grain commission merchants, will leave for Arcadia, Mo., on August 18, where he will be in charge of the active duty training of the officers of the 343rd Infantry for their 15 days' training.

The 343rd Infantry, a reserve organization, is one of the few reserve units of the United States Army which has been given active duty training for two consecutive years by the War Department. Last year, this organization, commanded by Col. Miles, was in charge of the Citizens Military Training Camp at Jefferson Barracks, Mo., the first reserve unit to be given supervision of a C. M. T. camp. As a result of the excellence of the work performed by Col. Miles' regiment, reserve regiments have this year been placed in charge of several of the Citizens camps. His regiment was also the first to hold a unit camp, having been authorized to conduct their own camp on the bluffs of the Illinois River near Peoria during the summer of 1926.

Col. Miles is a veteran of the World War, a past president of the Illinois chapter, Reserve Officers Association, and is a director of the national association.

## "FROM WAGON MARKET TO BOARD OF TRADE IN 33 YEARS"

Thus is headed an interesting and commendable piece of writing on Wichita and its board of trade in the *Wichita Magazine* for August. States the article, in a manner, the rise of the city of Wichita from a country-town wagon wheat market into the sixth interior market of the country, with a board of trade having 94 members serving mills and grain buyers over a great territory, and a government and state inspection department which keeps 20 men busy testing wheat, is something of a phenomenon, even in this country noted for its sensational developments of every type.

Incorporated as a town in 1870, and as a city of the third class a year later, Wichita was first of all a cow town and a market for buffalo robes. Settlers coming in great numbers, tilled the soil, turning the town into a wheat center. Then followed a rapid development of the milling industry, by aggressive townsmen who foresaw the center as a great grain terminal of a not-too distant future.

The first mill was founded in 1874, and by 1886 this mill was the largest in the southwest, having a daily capacity of 300 barrels and a storage capacity of 60,000 bushels.

Wichita was credited with being the largest wagon wheat market in the country in 1895. There was, at the time, only one mill and inadequate grain storage facilities. Old timers tell of the days when there were lines of wheat wagons 10 blocks long, waiting to unload.

The building of the railroads changed all this; towns sprang up along these railroads, each with their local elevators which stored the grain of the farmers in the local elevators. The railroads, too, brought further settlers and resultantly more and more wheat. The town, being a natural terminal for the district, developed into a great wholesale grain market.

This new turn brought about a marked increase in milling and storage facilities.

The first important recognition of the town as a milling center came in 1902 with the establishment of a 1,000-barrel mill. The following year marked the establishment of the Wichita Board of Trade, the first grain exchange to be formed in Kansas. It was founded with 14 members. It now has 94 members. Figures prove that this body has greatly aided development of the Southwest. In 1910, the board received 8,308 cars of grain, in 1927 it received 17,669 cars. The largest receipts on record were in 1924 when 26,303 cars were received. Figures, obviously, vary from year to year, depending on the total yield in the Wichita territory.

Membership on the board is made of men who sell on commission, those who deal in grain for their own accounts, and buyers for milling companies.

Hedges and futures are not handled in the



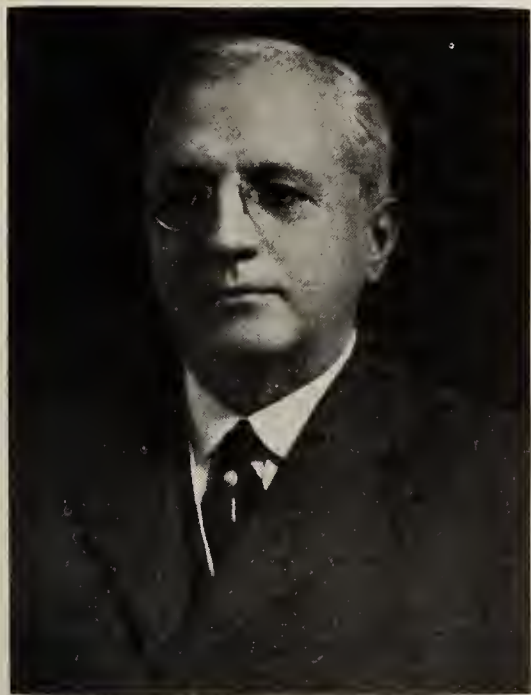
Wichita market and those wishing to hedge or buy or sell grain futures must do so through agents of brokers with wire connections to other cities. The board does a volume of business which can amount to from \$35,000,000 to \$40,000,000 annually entirely without speculation.

### A. E. REYNOLDS PASSES

Albert Edward Reynolds, of the Crabbs-Reynolds-Taylor Company of Crawfordsville, Ind., operators of a line of elevators and seed houses, died at his home in Crawfordsville on August 13, after an illness of about a week.

Mr. Reynolds was one of the best known grain dealers in the country, having been president of the Grain Dealers National Association, and having served for many years as chairman of the Legislative Committee of that organization. He gave generously of his time for the benefit of all grain dealers in this latter capacity, at times spending weeks at Washington when important legislation was pending.

In recent years he was less active in the trade but was always ready with his counsel, and his long experience and able mind evolved a sound philosophy of life and a rich judgment of cause



THE LATE ALBERT E. REYNOLDS

and effect, which are suggested in the address he made last month to the Indiana Grain Dealers Association and which appears on another page.

Mr. Reynolds was president of the National Grain Dealers Mutual Fire Insurance Company of Indianapolis, and was a director of the Monon Railroad. He was 71 years old.

### CHANGES IN MEMBERSHIP

**Chicago.**—The following have been admitted to membership in the Chicago Board of Trade: Charles M. Walker, broker, Chicago; Asher Levy, Chicago; Leo J. Doyle, president Hickey, Doyle & Co., Chicago; Joseph Bruce Morton, jr., of Mitchell Hutchins & Co., Chicago; George D. Allman, vice-president United States Cold Storage and Ice Company, Chicago; Jack W. Arkin, New York; Lawrence L. Klein, Chicago; Averill Tilden, president Averill Tilden & Co., Chicago; William C. Cook, vice-president Central Trust Company, Chicago; Charles G. Cohen, Chicago; George C. Riley, president George C. Riley Company, Cincinnati, Ohio. Memberships transferred on Board of Trade are as follows: Wilbur F. McWhinney, Calvin H. Thomas, Freeman Hinckly, Erickson Perkins, Arthur C. Juull, William L. Quits, Dan Sonnentheil, Arthur R. Roberts, Edwin F. Mack, Edward A. Brown, Robert J. Levy. Changes in registration of members are as follows: John Haussmann, registered as president Oceanic Grain Corporation, New York, was registered for own account; John Melady, registered for John Melady & Co., Produce Exchange, New York City, was registered as president Melady Grain Company; Harry H. Blum, registered as

president Harbeck Investment Company, Chicago, registered for own account.

**Duluth.**—The following have been admitted to membership on the Board of Trade: J. A. MacInnis, L. L. Gregory, Kenneth McCoy, W. P. Mayo.

**Kansas City.**—Admitted to membership in the Board of Trade: V. R. Combs, Arcady Farms Milling Company, Kansas City. The following applied for membership in the Board of Trade: John J. Martin, Continental Export Company, on transfer from Jack Haussman; Louis B. Stuart, Ralston Purina Company, on transfer from Fred H. Udell.

**Milwaukee.**—Admitted to membership in the Milwaukee Chamber of Commerce: G. F. Rues.

**New York.**—The following have been admitted to membership on the New York Produce Exchange: Isadore Bassewitz, Donald C. Ryan, Edward J. Newman, Milton S. Grossman, Michael Friedman, Percy Healy, Raymond A. Kilcher, William P. Walker, Karl Scheck, Ludwig B. Armerding, Adolph A. Spengren. The following applied for membership in the New York Produce Exchange: John E. Haman, Alfred J. Vedde, George Jaris, William L. Harris, Nicolas Triandis, Danton M. Fonzo, Benjamin Deutsch.

### ORLEANS EXPORTS TO 12 NATIONS

Over 22,532,806 bushels of five different grains were exported from New Orleans, La., to about a dozen countries during the fiscal year ending June 30.

The corn exports of 11,800,000 bushels represented more than half the volume, with wheat, barley, oats, and rye ranking below corn in the order given.

### TERMINAL NOTES

Conveying wheat from Buffalo to New York, the big wheat barge, N-4, rammed a lock gate and sank, resulting in a traffic suspension for more than 12 hours.

Finis E. Cowan, sales manager of the Burrus Mill and Elevator Company, Fort Worth, Texas, is taking over similar duties for the Morten Milling Company at Dallas, Texas.

One of the best posted men in statistics and facts relating to the grain trade, James E. Carney, long affiliated with the Bartlett-Frazier Company, Chicago, died recently.

Arriving from Nahon, S. D., the first car of new South Dakota spring wheat tested 56 pounds to the bushel, 12.4 moisture and 13.20 protein. It graded No. 3 dark northern spring.

Grain interests in conference recently at Kansas City, Mo., considered the feasibility of establishing a Federal grain standard appeal board in that city. At present appeals must be heard in Chicago.

J. L. Grigg, director of the Missouri-Illinois Soft Wheat Crop Improvement District, journeyed to St. Louis for, it is said, a conference with the finance committee of the St. Louis Merchants' Exchange.

The Canadian steamer, *Lemoyne*, broke its own record for wheat cargoes when it cleared from the Saskatchewan Pool elevator at Port Arthur, Ont., with 572,000 bushels of wheat. Its previous record was 567,000.

The E. R. Stripp Grain Company received a car of wheat from Hugo, Colo., averaging 19.45 per cent protein. Kansas City's record for protein content on a car of wheat was established in 1926, with a car that averaged 19.67 per cent.

Walter Barrett, former manager of the Colorado Milling and Elevator Company, Omaha, Neb., has entered business for himself. A former manager of the Gooding Mill and Elevator Company, Chester Green, is to succeed Mr. Barrett.

Mrs. Mat R. Orthwein, wife of a well-known Kansas City, Mo., grain broker, driving from Kansas to St. Louis, collided with another car and was fatally injured. Mr. Orthwein and a son, Ralph, were bruised but not seriously injured.

George W. Mathews, well known to grain circles in Winnipeg (the "Peg") has established quarters

in that city to post quotations of Chicago and Winnipeg grain. Other offices will be opened in principal cities of the prairie provinces.

After selling his interests in the Gold Grain Company to the Confederation Grain Company, Solomon Gold, Winnipeg, Man., is to journey to Europe. Mr. Gold expected to make a study of the Russian grain handling facilities in the Black Sea ports.

Estimates from various sources in Winnipeg estimate the yield from the three chief grain growing provinces—Manitoba, Saskatchewan and Alberta—at anywhere from 275,000,000 bushels to 200,000,000 bushels. Last year the fields of these provinces yielded over 500,000,000 bushels.

Members of the Chicago Stock Exchange and the Chicago Board of Trade met in an unofficial parley to discuss the differences resulting from the plan of the latter to inaugurate trading in stocks, September 16. No definite action was taken. However, there are rumors of a merger.

Storage space in St. Louis' elevators, rather, the lack of it, is responsible for the rumors hinting at increased storage rates for grain. The large carryover from last season and the heavy receipts for the last half of July have much, if not all, to do with the present conditions in that city.

Wichita has nearly 75 per cent of its available storage space filled. Total car arrivals were well over the 9,000 mark, and wheat is still coming in strong. The estimated storage space does not include the new unit of the Pillsbury Company. That plant will be ready to receive grain about the middle of August, and, with its 2,300,000-bushel capacity, should help relieve congestion.

The Bureau of Agricultural Economics at Washington, D. C., is launching a program to educate farmers to the advantages of storing grain on their farms. This is expected to make available to millers a goodly amount of high protein content wheat evenly distributed throughout the year. Such storage by farmers, the bureau points out, will make possible a system of more orderly marketing, and reduce car shortage and embargoes.

The Interstate Commerce Commission, Washington, D. C., put a temporary stop, pending investigation, to plans of the Chicago, Rock Island & Pacific Railway and the St. Louis-San Francisco Railway to increase the rates on grain and grain products transited at St. Louis and shipped to central and eastern points. The proposed increased rates were suspended from August 17 to March 17, 1930, so that the commission be given an opportunity to determine the justice of the advances.

### THE KANSAS WHEAT TRAIN

**Editor American Grain Trade:**—I have just returned from the Union Pacific Farm Special over their lines in Kansas. I was one of the speakers and accompanied the train for the entire trip. The following notes may be of interest if you care to make up a story for publication:

The train operated from July 29 to August 3, inclusive, starting at Ellsworth and ending at Salina. Three meetings of three hours each were held each day—18 in all, with 28 northwest Kansas counties represented. The basis for all talks and exhibits were centered on wheat production factors, but enough mention was made of feed crops and livestock to make a well balanced program for northwestern Kansas.

The Union Pacific furnished and operated an eight-car train, including four cars of exhibits. The Kansas State Agricultural College and the Southwestern Wheat Improvement Association furnished the exhibits and speakers. The Kansas City, Mo., Chamber of Commerce offered prizes totaling \$600 in value, for county and state wheat champions.

All talks and announcements were made through an amplifier from a flat car which made it possible for every one to hear, even though 500 or more feet from the train. Great interest was displayed by all who attended the meetings. The official count showed that an average of 521 people passed through the train at each place, mostly farmers and their families.

Yours truly, H. M. BAINER, Director, S. W. I. A.



## TRADE NOTES

Behel & Harvey, Inc., 336 West Madison Street, Chicago, who handle a large number of machinery and feed accounts in the elevator and milling industries, will move on September 1 to Suite 1904, Daily News Building, Chicago.

The Barnard & Leas Manufacturing Company of Moline, Ill., invites every grain receiver to enquire into the efficiency and ease of handling of the Vix-Lifter, which answers the grain car door opening problem. Speed, power, and convenience recommend it.

F. M. Walker will represent the Anglo American Mill Company of Owensboro, Ky., in the states of Illinois, Iowa, and Nebraska, with headquarters at Moline, Ill. Mr. Walker has represented some of the leading mill and elevator supply companies and is thoroughly conversant with elevator requirements.

The Zeleny Thermometer Company of Chicago, in its researches on stored bulk grain and other products, has made an interesting discovery as to the safe storage of beans, which will undoubtedly find a quick response in Michigan, New York and other bean strongholds.

The Mutual Fire Prevention Bureau of Chicago, whose whole time is taken up in guarding your interests, advises that anti-friction bearings will cut fire losses to a greater extent than any other improvement. Keep it in mind when you extend or improve your plant.

The Port Development Commission of the City of Baltimore, building a \$7,500,000 freight handling pier, Pugh Bros., contractors for the job, is using a Link Belt Type K-35 Gasoline Crawler Crane, equipped with a 60-foot boom and goose neck extension, for erecting the steelwork.

A quick job is not always a good job, but for speed and quality combined the Flexible Steel Lacing Company of Chicago challenges the motto makers. Alligator Steel Belt Lacing grabs the belt, be it leather, rubber, or fabric, and holds the ends securely without weakening the test strength of the belt. A hammer is the only tool required for the job.

Live stock are not choosy about their feed so long as there is enough of it, but feeders have learned that grain does its work better when ground. That is why elevators are finding that they cannot get along without a feed grinder, and the Huntley Manufacturing Company of Brocton, N. Y., is prepared to show that polished cracked corn is relished better by stock than a fuzzy mixed corn feed. Our eyes guide our appetites to a large extent, so apparently, do livestock's.

On August 1, 1929, T. W. Hall became connected with Fairbanks, Morse & Co. to succeed Mr. Bacon in the publicity department. Mr. Hall was graduated from Armour Institute of Technology in 1920 with the degree of B. S. in Mechanical Engineering. From then until 1924 he was associated with the Technical Publishing Company as assistant editor of *Power Plant Engineering*. From 1924 to the time of his present connection he was engaged as Lubrication Sales Engineer with both the Standard Oil Company (Ind.) and the Shell Petroleum Corporation.

Fairbanks, Morse & Co. has announced the appointment of R. H. Bacon as manager of advertising and publicity. Mr. Bacon became connected with Fairbanks, Morse & Co. on December 1, 1924 and was in charge of general sales promotion work for the Diesel Engine Division until 1926 when he was made publicity manager. After graduation from the electrical engineering department of the University of Illinois in 1916, Mr. Bacon was connected with the Copper Range Company of Houghton, Mich. In 1920 he became associated with the McGraw-Hill Company as assistant engineering editor of the *Electrical World*. From 1922 to the time of his connection with the Fairbanks-Morse organization he was associate editor of *Power Plant Engineering* with the Technical Publishing Com-

pany of Chicago. He has just completed a term as chairman of the Chicago Section of the American Society of Mechanical Engineers.

### COLOR, PROTEIN, DOUBLE AIM OF DURUM BUYERS

Although the amount of Durum wheat raised in this country is about five times the volume needed by the domestic macaroni manufacturing industry, semolina millers and grain dealers serving them find it difficult, in many crop years, to purchase enough Durum of high quality.

Thomas Roberts, Minneapolis mill grain expert, asserts that one of the main reasons underlying this situation is the fact that Government cerealists at first introduced and promoted all-purpose Durum wheats, and in later years, promoted rust-resistive Durums at the expense of strains that were best suited to produce semolina for the edible paste trade.

As a result of the better-Durum campaign conducted in the Northwest during the last seven years by Federal and state authorities in co-operation with grain trade and milling interests, new standards for judging Durum have been emphasized. The Northwest Crop Improvement Association, in which the various Durum improvement agencies now have been consolidated, is stressing the importance of color and protein, as well as yield and rust-resistance in Durum wheat.

The quality and quantity of protein in Durum are equally important, just as in the case of bread wheat. Color in Durum is more important than in bread grain, and can only be controlled by the use of proven varieties. Monard Durum, says Mr. Roberts, has a high protein score, but is low in color value. Much further research must be made into Durum breeding before recommendation of any particular variety will be an infallible guide.

### ADVANCE FOR MR. DOLLISON

At a meeting of the Board of Directors of The Republic Rubber Company at Youngstown today, O. S. Dollison, Sales Manager, was elected a direc-



O. S. DOLLISON

tor and vice-president in charge of sales. Mr. Dollison has been prominent in the rubber industry for the past 20 years, and has been active in the direction of Republic affairs since 1922.

### PLAN TO REDUCE STRAIN ON COUNTRY ELEVATORS

Surveys by the Bureau of Agricultural Economics in the Hard Red Winter and Hard Red Spring wheat areas show that a larger proportion of the crop each year is being marketed during the early months of the new crop. The result is that the facilities of the country elevators and the railroads are taxed to the limit, and it becomes physically impossible during this rush period to handle the wheat according to its protein content.

A nation-wide program, therefore, in which wheat growers are being urged to increase their facilities for storing grain on farms in order to distribute marketings throughout the season to prevent gluts and to secure the premiums for high protein content is being launched by this bureau of the United States Department of Agriculture.

Farm storage for grain, declare bureau officials, will make possible a system of more orderly marketing, reduce car shortage and embargoes, make it possible to handle the crop with less hired help, make it possible to clean more grain on the farm and at country elevators, and enable farmers to sell more wheat on a protein basis.

Farm storage is especially advantageous, it is pointed out, in years of large crops in which there is also a large carryover of grain from previous crops in store in elevators, in preventing market gluts which may cause price declines, giving farmers an opportunity to study supply and demand conditions, and enabling them to sell their grain on what they consider to be the most favorable market.

To prevent car shortages or embargoes at terminal markets, farmers are urged to place at least a part of each new crop in properly constructed farm storage bins so as to enable the railroads and the country and terminal elevator operators to better handle and move the marketed grain.

Farm storage in areas in which grain contains high percentages of dockage or other foreign material permits the cleaning of grain on the farm; the clean grain brings a better price, and the dockage is used for feed. Storing part of each new crop on the farm lengthens the marketing period and gives the country elevator operator an opportunity to clean any grain that is received in an uncleaned condition. This saves freight.

The bureau's survey has shown that when the country elevators and the railroads, and sometimes the terminal elevators, cannot handle and move grain as fast as it is received from farms, farmers who are not equipped with farm storage facilities frequently are compelled to pile their threshed grain on the ground.

### J. K. MULLEN, BUILDER OF FIRST COLORADO ELEVATOR, DIES

At the age of 82, John Kernal Mullen, millionaire philanthropist, and founder of the Colorado Milling & Elevator Company, died at his home in Denver, on August 9, after an illness of about three weeks. Following his theory of "never let the wheat get past" he built up an organization including 26 mills with a network of country and terminal elevators extending into several western states, to serve them. In the last few years, he has given to charities nearly \$3,000,000 of the profits accrued from his grain trade, milling, land, cattle, and investment company activities.

J. K. Mullen was born in Ballinasloe, Galway County, Ireland, in 1847. When he was nine years old, his parents brought him to America. His boyhood was spent in New York. Later, he went to Illinois, then to Atchison, Kan., and arrived in Denver in 1871. He went to work there as a miller in what is now known as the Eagle Mill. In a few years he had acquired a managing interest in a milling and grain business. His progressive spirit was indicated by his building, in 1880, the first elevator in Colorado. It was called the Hungarian Elevator, and became a part of the Hungarian mill property developed by him.

In 1885, he organized the Colorado Milling & Elevator Company, and two years later, was president as well as general manager of this concern. Two years ago, his son-in-law, Oscar Malo, succeeded him as president.

Mrs. J. K. Mullen died in 1925. Mr. Mullen is survived by his sister, Mrs. Ella M. Wilkins, and by four daughters, one of whom is Mrs. Oscar Malo. Within the last year, he had been knighted by the pope. Although he was a leading Catholic layman, much of his money was applied without reference to denomination. A \$200,000 home for aged people in Denver, had been permanently endowed by him before his death.



# Hints for the Elevator Millwright

## Big Bill Davis Repairs Ice and Log Wrecked Flume; Devises Safety Rods and Eel Trap

By JAMES F. HOBART

"MR. THOMPSON," said the feed mill foreman to the owner, "we will have to get up steam and run with the engine. There is a hole as big as a wash tub in the flume and most of the water leaks out before it gets to the penstock."

"How did that happen?" the owner asked.

"Why, it is where the ice weakened the flume last winter by breaking a couple of cross-rods and some tenons on the side posts at the bottom. You remember we patched it up the best we could, but it left a weak spot and last night a log came down the canal, rammed a hole through the rack and tore away another cross tie-rod, letting water pressure in the flume burst off a couple of posts with broken rods and tenons. We will have to drain the canal and make our repairs right, this time.

"All right, Mr. Foreman, get busy and drain the canal. I will try and get Big Bill Davis down here to fix us up."

"That's a pretty 'kettle of fish'," said Mr. William Davis, as he swung himself out of Mr. Thompson's automobile and approached the flume where it passed through an excavation in a ragged ledge just outside of the elevator building.

As soon as the water had been drawn down as far as possible, Big Bill donned his hip boots which he had fetched with him and with the foreman, they went over the wreckage which some workmen were already removing. A list was made of the lumber, rods and bolts and spikes found necessary, and Mr. Thompson set out in his car, to "round up" the required material in a "pea-green hurry." Mr. Davis went with the owner. Said he, "If we can't find exactly the sizes of timber and rods which we have scheduled, I may be able to use the sizes which we can get hold of."

"There is where your flume failure started," said Mr. Davis, pointing to some of the tie-rods which had half-opened hooks at their inner ends. Mr. Davis and Mr. Thompson were watching the foremen and a couple of laborers trying to unscrew the rusty nuts from the outer ends of the stay-rods, and the men were making slow progress at the work.

"Those rods," said Mr. Davis, "were made in two pieces because, on account of the rocky ledge just outside of the flume, it was impossible to push whole rods through the holes on the flume sides and posts. Accordingly, each rod was made of two pieces, a hook turned in the inner end of each half-rod and hooked together after the half-rods had been put in position from inside the flume. "It is evident," Big Bill continued, "that the hooks were not as strong as the straight rod, and were probably strained almost to the straightening point when the nuts on these rods were tightened, after the flume planking and caps had been put in place. Then, when the ice broke through the racks last winter and surged against these hook rods, some of them were evidently straightened enough to slip apart and no longer hold the flume posts in place. Then, when the logs got into the flume, they evidently straightened some more of the hook-rods, the lower tenons of some of the posts, unable to carry all the outward side-thrust, let go and your flume was wrecked. The new stay rods, as you will see when they come from the smithy, will never let go where they are hooked together."

"Try this stunt, boys," said Mr. Davis to the foreman and workmen who were making very little progress in getting the rusted nut off the defective stay-rods. Mr. Davis directed the foreman to move a single post to one side, where it would be free of the other wreckage, to pass the nut fair on each of its eight corner-edges, and to use a rather light machinist hammer for the pounding which was to "break" the rust between rods and nut.

Each rod to be removed was treated in this manner before any attempt was made to unscrew the

nuts. After all had been coal-oiled and hammered, the first one treated was taken in hand again and a pipe wrench was applied by one workman while another man applied a 14-inch wrench to the nut, and started it off at the very first pull. The other nuts were removed in like easy manner. "The coal-oil and the hammering did it," said Big Bill, as the nuts came off easily under his treatment. "When you want to start a rusty nut," Mr. Davis continued, "place it on something solid—an anvil or casting is best, but a timber will answer, then, after the coal-oil has been liberally applied, hammer the nut well, but do not pound it midway between its corners, which would be directly over the rod in the nut. Hammer on each side of the rod, not over it—striking close to the corners of the nut. As you turn the nut over and strike upon its four sides, you will find there are eight 'edge-corners' to which the hammer must be smartly applied. So, do a good job with the hammering if you want the rust well broken. When you strike close to the corner of the nut, the metal is compressed slightly by the hammerblow, and immediately rebounds after the blow, and this rebound is what tears the rust apart and loosens the nut from the bolt, while hammering directly over the rod might make the nut stick the tighter to the rod."

### THE NEW SAFETY STAY-RODS

"Here come the new rods," said Mr. Davis, as a truck stopped and unloaded the rods. "Just look at these," and Big Bill picked up two pieces of rod, threaded at one end and the other end bent over a foot or so upon itself, almost exactly like the "shepherd's crook" shown in pictures. There was a solid welded ring with each half-rod.

Mr. Davis picked up two rings, slipped one upon each of two short rods, hooked the rods together and then slid the rings upon the long, turned-over "shepherd's crook" end of the rods. The rings were about half way along the foot or so length of the turned-over end, but the rings could not pass over the bend itself, which had been made too large to pass through the ring. "Now," said Mr. Davis, "we will slip these short rods through the flume posts and planking, from the inside, hook the rods together and put on the nuts. Then the rings are to be slipped over the long bent ends, and I will defy any force, ice, logs, or anything else, to straighten these hooks and pull the rods apart. Now, to make things absolutely safe, before quitting the job, one end of a three-foot length of steam pipe will be slipped over the end of the rod bent-end and a pull on the end of that pipe-lever will bend the rod-end outward far enough so that the ring can never work off, or be pushed by floating trash, off over the bent end of the rod-hook."

"Yes, Mr. Davis," said Mr. Thompson, who came up just then, "the eels do pester us most outrageously sometimes. Twice a year as the foreman says, but they are worse while running up stream in the spring. That is when they sometimes stop the wheel for days. If you can think of a remedy for this trouble, please put it into use at once while you are here."

"You have two small water wheels, Mr. Thompson, one in the flume, the other outside. Do the eels trouble both wheels equally bad?"

"No, Mr. Davis, the wheel in the flume is more modern and has a short draft tube up which the eels do not seem to progress very well, but the old wheel below the flume is set in the old-style scroll case and it is here that the eels get in their work."

### AN EEL TRAP

"I believe I can fix you out," said Big Bill. "That wheel is a pretty small one, I believe, only about three feet in diameter. How much water stands above its base when the eels trouble you most in the spring?"

"About 18' to 25 inches," replied the foreman.

"How do you think this scheme will work?" said Mr. Davis, "Have your foreman frame and bolt a couple of timbers into the tail case about two feet above the little water wheel case. Arrange these timbers in such a manner that you can place planks on them for a staging, when eels are troublesome. Now, while the water is out, I will cut a big hand hole in the top of that cast iron wheel case and make the holes as large as possible, or, perhaps, it would be better to make two smaller holes, one on each side of the wheel-case top. I will fit covers to these holes and fasten them with brass studs tapped into the wheel case and locked with nuts inside the case. Then, I will fit brass nuts to the studs, so the hand hole covers can be removed at any time, without trouble from rusted threads."

## SENATE GROUP FAVORS SLIGHT RAISE IN OATS DUTY

Increase of the duty on oats from 15 cents a bushel, as specified in the House of Representatives Bill (No. 2,667) to 16 cents, and retention of the House rates on wheat and corn, have been approved by the United States Senate Committee on Finance.

Corn or maize, including cracked corn, now is dutiable at 15 cents per bushel of 56 pounds. The House, and now the Senate committee have endorsed an increase in the corn tariff to 25 cents a bushel.

Oats, hulled or unhulled, are levied, under the existing law, at 15 cents per bushel of 32 pounds. The House did not see fit to change this but the Senate committee majority adds one cent.

Congressional leaders are agreed that the present 42-cent duty on wheat (per 60-pound bushel) is high enough.

## CANADIAN POOL HIT BY BRITISH PAPER

A leading British shipping journal, *Fairplay*, expressing itself on the Canadian farmers' wheat pool, claims that that body is undoubtedly out to keep prices of wheat up as high as possible, and, further, states the paper, it (the pool) is doing everything in its power to throttle trade with the Mediterranean.

The paper points out that "fortunately for the consumers in Europe, Argentina prevents the Canadian pool from having the last word in the matter."

While the pool is holding on to last year's crop, notwithstanding the near advent of the new one, the Argentinians are doing an enormous trade at a satisfactory profit.

Those interested are asked by the journal to contrast between the wretched, sickly state of the Montreal market and the healthy activity of the Plate.

## DOMINION'S POOR CROP PROSPECT CUTS IMMIGRATION

Director of Colonization Dr. W. J. Black has announced that orders have been issued to discontinue all movement of immigrants to Canada for employment.

This is the first time since the war that such drastic measures have been necessary.

The decidedly unfavorable crop report from western Canada necessitated the action, there being no likelihood of the need for any additional labor in the grain fields for the fall harvest.

It is understood that at a conference of rail and steamship companies, an agreement was reached to stop all immigration, except of those already booked.

The restrictive order will apply to all classes seeking employment from European countries, except for a quota of juveniles and domestics for whom employment can be found.

While the restriction will occasion some loss of traffic, the move, nevertheless, was essential as a measure to prevent unemployment difficulties during the coming winter months.



## NEWS LETTERS

## LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

FINE weather over the latter half of July and early part of August resulted in wheat moving freely, with the result that elevator space is rapidly filling up and is likely to be at a premium. The Kentucky Public Elevator Company reported that it had contracted all space available, other than such space as must be reserved for daily handlings, and had been unloading and elevating around 40 cars per day in early August. He held that at that rate it would not be long before the plant is full up.

It is the first time in two years that the company has been really busy. Last year there wasn't any wheat in this part of the country, winter kill having resulted in farmers having to even buy much seed stock. This year there were fair crops in Kentucky and good production in Indiana, and other sections.

Hot, dry weather has also dried out new hay which has generally come on the market and replaced old hay, new hay selling at a dollar to \$2 a ton under old hay. Demand is chiefly for Timothy and Light Mixed Timothy and Clover, as feeders don't want much Clover or Alfalfa in hot weather, considering it as too heating.

Feed demand has been excellent for manufactured feeds, corn feeds and wheat feeds over the month, due to advancing markets and low stocks, plus the fact that flour production has not been heavy, and offerings have been light. Demand hasn't really been so large, as it has been that supplies are limited.

Grain houses report that while there is considerable grain moving in, principally wheat, there is rather light rural demand at this time, and that movement is almost entirely on an inbound basis.

Much discussion is being heard regarding recent announcements in Washington by Prohibition Commissioner J. M. Doran, regarding plans for permitting production of 2,000,000 gallons of medicinal whisky this fall or winter, to take care of future requirements of the country. The Brown Foreman Company, Louisville, and American Medicinal Spirits Corporation of Louisville, have made application for permits to operate. An official of the Glenmore distilleries, at Owensboro, Ky., was quoted in a recent press dispatch as stating that, unless that plant could secure a large share of the production, it would not be interested in a permit, as the plant has been idle so long that it would require too much expense to put it in running order. The American, of Louisville, controls several large plants in Kentucky, Ohio, Maryland, etc., including the Wathen plant at Louisville, which has been kept up, and which could be placed in operation on short notice. The Sunnysbrook and Stitzel distilleries of Louisville, and O. F. C. Distillery at Frankfort, Ky., could handle the entire contract individually. It is understood that about 70 per cent of the 2,000,000 gallons, or 40,000 barrels, would be bourbon whisky, and the rest rye. The rye will probably be made in Maryland or Pennsylvania.

Grain houses are interested in the possibilities of again selling rye, corn, and malt for use in distilling whisky. Prior to the war their distillery connections constituted a large part of the business of local grain houses, some of which handled distillery business almost exclusively.

Corn prospects in Kentucky do not look so bright. The country has needed rain since just past the middle of July, and there are some sections which have had virtually no rains since then, and others have only had light showers, which did but little good. The river bottoms of Western Kentucky are reported in better shape as a result of good rains about the first of August. Around Louisville some of the late corn looks very poor. The wheat crop is estimated at a little more than 3,000,000 bushels, whereas the 1928 crop was only about 1,000,000

bushels. Corn acreage is given at 2,908,000, or about 4 per cent below that of last year, but condition July 1, was 82 per cent as compared with 63 per cent on July 1 of last year. July, however, didn't help it much.

John R. Watts & Son, local seed jobbers, who recently purchased the Franklin Street Elevator and warehouse building of Henry Fruechtenicht, who moved his offices, etc., to his Mix Street Elevator, has moved to his new quarters, and has installed seed cleaning machinery, and will hereafter handle grain as well as seed and do a warehousing and storage business.

The Rainbow Coal & Feed Company, of Versailles, Ky., capital \$20,000, has been chartered by William St. Clair Hogg, Elizabeth Hogg, Hiram Hogg, Jr., and William Spencer. Versailles is in central Kentucky, a few miles from Lexington in a great livestock, horse breeding, cattle and sheep country.

Harry A. Volz, of the S. Zorn Company, local grain dealers and elevator operators, recently returned from a trip to Chicago. Mr. Zorn who has been quite active in politics for several years, was recently quoted in local papers as having stated that he was through with politics.

R. D. Riedling, local hay and grain man, easily headed the Democratic ticket for the nomination as mayor of Louisville in the primary on August 3. Riedling isn't figured to have much chance, as the party hasn't won an election here in many years, but he is trying hard, and has a lot of friends who are backing him.

The Nashville Warehouse & Elevator Company, Nashville, Tenn., suffered fire loss estimated at \$500,000 on July 27, one wooden 25-bin elevator being burned and a concrete elevator damaged, along with several cars of grain on track and in the buildings.

On August 2, it was reported from Rushville, Ind., that the Milroy Milling Company, 7 miles Southwest of that place had burned with loss of \$150,000, including storage building and 40,000 bushels of grain, a quantity of flour and feed. There was \$96,000 insurance reported. It was stated that explosion of hydro-chloric acid, used in bleaching wheat, rent the building.

## NEW YORK

G. K. TRAFTON - CORRESPONDENT

MEMBERS of the exchange, especially those actively interested in the securities market, were greatly gratified when it was reported that the total number of shares traded in during July made a new high record, being 1,733,275 compared with the June record of 1,347,381, and keeping up the record of a new high mark for each succeeding month. Although the former record for one day's total was not equalled, it is considered decidedly encouraging that the average for each day is being steadily increased and that each day's business continues to cover a wide range of issues, indicating a general interest in securities of various kinds, bank, insurance, industrial, utilities, aviation, etc.

Raymond L. Valentine of the old New York grain firm of Milmine, Bodman & Co., has been elected to membership in the N. Y. Produce

Harry S. Klein, associated with Bartlett, Frazier & Co., leading commission merchants on the Chicago Board of Trade, was a visitor on the exchange early this month.

As an indication of the steadily growing interest in the securities market on the local exchange among individuals and firms engaged in trading in stocks and bonds, it is interesting to note

that six of the applicants admitted to membership during the past month are in that line of business, viz: Isadore Bassewitz of M. A. Hoffman & Co., Donald C. Ryan of the Earl Ryan Company, Edward J. Newman, associated with Alexander H. Herman, Milton S. Grossman, Michael Friedman, and Percy Healy.

Raymond A. Kitchin, with the well known grain house of Albert C. Field, Inc., is an applicant for membership in the exchange.

John E. Hamann of James J. O'Donohoe, Inc., grain exporters, is an applicant for membership in the exchange.

In our previous letter mention was made of the strange disappearance of Harry G. Gere, for many years an active and popular member of the grain trade on the New York exchange, and it was only a few days later that his body was found in a lake near his summer home. Subsequently it was announced that his firm, the Gere Grain company, had made an assignment for the benefit of creditors to Clarence S. Betts of the N. Y. Produce Exchange and A. T. Smith, treasurer of the corporation.

Frank G. Coe, representative on the Chicago Board of Trade of Parker & Graff, the old New York grain firm, spent a short time with members of the grain trade on the exchange floor late in July.

Alfred J. J. Vedde of the Seaboard Grain Company, exporters, has made application for admission to membership.

Albert C. Field, Inc., well-known grain merchants on this city's exchange have posted a notice on the bulletin boards to the effect that Howard M. Schaal is no longer connected with the corporation.

William P. Walker of Sanday & Co., Inc., grain exporters, was among the applicants admitted to membership in the exchange at the July meeting of the Board of Managers.

John J. Murphy, associated with the Bartlett, Frazier & Co., commission merchants on the Chicago Board of Trade, was among the late July visitors here.

George Jaris, exporter and importer, is an applicant for membership.

Harlan T. Hager, well known to members of the N. Y. Produce Exchange for the past 15 years as representative of the Commercial Telegram Bureau, the old London news and statistical agency, was married on Sunday, Aug. 4th to Miss Louise Engesser of Hoboken, N. J., and left for a honeymoon trip of about two weeks mainly in New York state. Mr. Hager received the hearty congratulations of his many friends in the grain trade and in the "newspaper crowd" and the latter presented him with a handsome imported French table lamp as a token of their regard and good wishes.

Karl Schick of the Continental Grain Company, exporters, has been elected to membership in the exchange.

William L. Harriss of the international commission firm of Harriss & Vose, members of leading exchanges of all kinds here and in Europe, has applied for membership in the N. Y. Produce Exchange.

Ludwig B. Armerding of the old grain firm of Parker & Graff, was elected to membership early this month.

Trading in tickets of membership in the N. Y. Produce Exchange became much more active during the past month, largely owing to the steadily growing demand from individuals and firms desirous of doing business in the Securities Market. This revival of interest found sellers very scarce, it being quite evident that practically all of the weaker holders had been shaken out on the previous downward movement of prices. The latter, as a consequence, have rallied somewhat sharply. During mid-July about five regular memberships sold at



prices ranging from \$12,000 to \$14,000, and further buyers at the latter price found no more tickets available. As a consequence the next sale was at \$14,300, followed by one at \$15,000. Buyers then bid up to \$15,500, but found sellers firm at \$16,000, and it is believed that a sale was made at that price. An early sale of an Associate membership was reported at \$8,250, but later \$9,300 was paid.

Nicolas Triandis, grain exporter, is among the applicants for membership in the local exchange.

Members of the N. Y. Produce Exchange, and especially the veterans of the grain trade, were deeply shocked early this month to hear of the tragically sudden death of William S. Limond at the age of 75 years. Mr. Limond, who had appeared to be in good health only a day before his death, was well known in export and transportation circles as pier superintendent for the International Elevating Company with which he had been connected for about 57 years, having entered the employ of the predecessor company when a lad of 17 years.

Danton M. Fonzo, associated with Philip Wharton & co., importers and exporters, has entered his application for membership in the New York exchange.

Adolph Aspegren of Aspegren & Co., Inc., vegetable oils, was elected to membership in the N. Y. Produce Exchange last month.

Benjamin Deutsch, commission broker, is among the applicants for membership in the N. Y. produce mart.

Howard M. Schaal, formerly connected with Albert C. Field, Inc., grain markets, is now associated with G. Schilperoort, representative on the N. Y. Produce Exchange of Van Stolk's Commissiehandel of Rotterdam and Harris Bros. & Co. of Great Britain.

The death of Charles L. Dreyfus was announced on the N. Y. Produce Exchange on July 30. Mr. Dreyfus, who was 59 years of age, was associated with Louis Dreyfus & Co., the large international grain house.

ST. LOUIS FAIRMOUNT CORRESPONDENT

THE J. H. Teasdale Commission Company, on July 1, purchased the terminal elevator at East St. Louis, Ill., from the Picker & Beardsley Commission Company, operating the same as the Terminal Elevator Company.

The Ralston Purina Company has purchased the Caledonia Mills at 'St. Johnsbury, Vt., thereby adding another large feed mill to its many mills, operating under the name of the Ralston Purina Company.

John H. Caldwell, president of the St. Louis Merchants' Exchange and vice-president of the Ralston Purina Company, left St. Louis on August 2, for a trip to the Northwest. He will visit Seattle and the Canadian Rockies.

Miss C. M. Magers celebrated her thirtieth anniversary of employment with Picker & Beardsley Commission Company. Miss Magers is very competent and acts as private secretary to Mr. Beardsley, president. Her desk was profusely decorated with flowers to celebrate this event.

B. J. Greer is an applicant for membership to represent the Pillsbury Flour Mills Company on transfer from Lewis Tuna.

Samuel Carlisle, for several years representing the Continental Export Company in St. Louis, has been promoted to manager of the various offices of the Continental Export Company at St. Louis, Kansas City, Fort Worth and Galveston. This will keep Mr. Carlisle away from home a considerable part of the time.

Christian Bernet died on July 31 about noon. Mr. Bernet is a former president of the St. Louis Merchants' Exchange and heads the milling firm of Bernet, Craft & Kauffman Milling Company. He is one of the oldest members of the Merchants' Exchange and was highly respected by the membership. He was also prominent in civic affairs and was one of the leaders of the bone dry law in Missouri, being president of the St. Louis Citizens Dry Alliance in 1918. He was also president of the Anti Saloon League, also chairman of the Provident

Association and the Children's Home Society of St. Louis. He is survived by his widow Mrs. Sarah Bernet and five sons, A. E. Bernet, A. C. Bernet, Fred H. Bernet who reside in St. Louis, Harie M. Bernet of Dallas, Texas, and Nathan E. Bernet of Colorado; also one daughter, Miss Esther Bernet, who lives at home. Mr. Bernet was 79 years old.

Work on the new Burlington Elevator is progressing very rapidly and the pouring of concrete has been started. This work will be rushed through to completion and it is understood that it will be ready for business by January 1.

John J. Schulte departed this life on July 23 from the effects of a paralytic stroke. Mr. Schulte was prominent on the St. Louis Merchants' Exchange and has been a member since November 5, 1885. At one time he was a director of the Merchants' Exchange. Mr. Schulte was 65 years old and until his stroke he was very active. He is survived by his widow Mrs. Caroline Schulte, five sons, John J. Schulte, Jr., George P. Schulte, Brayman J. Schulte, Carl W. Schulte, Paul C. Schulte; and three daughters, Miss Edna Schulte, Mrs. John R. Venachen and Mrs. I. H. Eskeles.

John O. Ballard, president of the Ballard, Messmore Grain Company, departed for a trip to Europe on July 15 for a well needed rest. Mr. Ballard is a leader among the traders here and served two terms as president of the Merchants' Exchange during the war period.

C. J. Gundlefinger, who for some years has been in charge of the St. Joseph office of the Kellogg, Huff Commission Company of this city has severed his connections with this firm to accept a position with the Marshall Hall Grain Corporation as manager of their private wire department. Mr. Gundlefinger is an active, aggressive young man and much success is wished him in his new endeavor.

Among the outstanding members of the St. Louis Merchants' Exchange is noted Louis F. Schultz who is president of the Schultz & Neimeier Commission Company, prominent grain merchants on this market. Mr. Schultz became a member of the St. Louis Merchants' Exchange on February 14, 1905. He served as director of the Merchants' Exchange for two terms, 1903 and 1924.

He has been very prominent in the Merchant's Exchange affairs, having been for some time chairman of the Weighing & Inspection Department, one of the most important departments of the Merchants' Exchange, and under his guidance it has been brought up to an extremely efficient basis. He is also a leader in civic affairs. He is a director of the Local Post of the T. P. A. He is also very prominent in Y. M. C. A. affairs, having charge of the Athletic Department of the North St. Louis Y. M. C. A. He is married and has two children and is a member of the Lutheran Church. He is strong and rugged and extremely active in his movements. This due in a large way to his activity in athletic affairs.

Mr. Schultz is 49 years old, but he does not look to be over 40. Many years of activity is looked forward to for Mr. Schultz. He is one of the best liked men on the floor and is popular with everyone, having the faculty of making no enemies. The firm of which he is president also operates the Granite City Elevator at Granite City, Ill., directly across the river from St. Louis.

Hermann Dueing, a former member of the St. Louis Merchants' Exchange in the hay and grain business, died on August 3. Mr. Dueing at one time was a member of the House of Delegates of the city of St. Louis being quite prominent in politics. He retired from business several years ago.

C. B. Rader, secretary of the St. Louis Merchants' Exchange has just returned from Washington where he went with a delegation in an effort to secure air mail service in St. Louis direct from New York.

Ferdinand Meyer, president of the Meyer Milling Company of this city, died at St. Marys Hospital on August 6, after a month's illness. Mr. Meyer was 58 years of age and a life long resident of St. Louis. When he graduated from St. Louis University in the early nineties he became connected with the Meyer Milling Company of which his father, John F. Meyer, was president. He was head of the company when his father died 10 years ago. He was also prominent in St. Louis charitable organizations. Mr. Meyer lived at 38 Aberdeen Place with his wife, Mrs. Edith Dulle Meyer and five children, four daughters, Miss Mary Ellen, Grace, Anna and Jacquelin Meyer and one son, Ferdinand Meyer, Jr. Besides his widow and children he is survived by three sisters, Miss Anna Meyer, Mrs. O. F. Volland and Mrs. Joseph W. Reilly, the latter of St. Louis, and three brothers, Hermann, Louis and Henry Meyer of Springfield, Mo., where they operate a large mill.

INDIANAPOLIS H. M. RUDEAUX CORRESPONDENT

THE receipts of wheat in this market during the past month have been unusually large. In fact the largest movement in its history, with the top day reporting 260 cars. It is needless to say that grain men have been kept unusually busy, but with all of that they have been jubilant over the fact that this period has exceeded all previous records. During July a total of 1,298 cars of wheat were received, according to the report of William H. Howard, secretary of the Board. The movement was somewhat retarded by the adverse weather during the early part of July, but at the close all records were broken. The antics of the market however, reminded one of a ship on high seas without a rudder, rising and sinking without apparent reason, and, indeed, without generalship. Arrivals of wheat were readily disposed of, and elevators are running seven days a week, night and day in order to handle the heavy run. The movement continues good and is averaging about one hundred cars a day.

New oats are coming in in good shape, although the movement is not expected to be very heavy. Oats from Indiana points are of light weight, good color and excellent condition. The movement from Illinois is of heavier weight, but the color is equal to those of Indiana, and most arrivals are grading No. 2 White. The oats crop in Indiana is exceptionally light this year, due to the rainy weather at seeding time, and much land that was intended for oats was planted in corn.

There is a good demand for corn and arrivals are light, with all available carriers being used for wheat movement. The corn crop looks good and from all prospects the crop will be above the average. Some reports of firing were rumored but it is absurd to speak of firing at this time. The truth is that the fields never looked better, and while some is late and badly neglected, the majority is in excellent shape. White milling corn is in good demand, and selling as fast as it is being offered, with a large volume being applied on contract. As soon as the movement of wheat is over grain dealers are anticipating a fair movement of corn.

The demand for rye has been good, and some rye has been shipped to this market, and selling as fast as it is offered. The movement, however, is nothing to boast of.

The European corn borer has made its appearance again, and from the last reports was discovered in corn fields in Dekalb County, according to Frank N. Wallace, state conservation department entomologist. The appearance of the pest in Dekalb County means that it again will appear in all of the 186 townships of 21 Indiana counties where they prevailed last year. The quarantine against movement of green ear corn from infested areas is now in full effect.

Bargersville, Ind., has established a record for shipping grain in Johnson County this season. In one week 57 cars of wheat were shipped. The peak of the season was reached when in one day 12,000 bushels of wheat was received at the local elevator. Some fields in the county averaged from 29 to 30 bushels to the acre.

Injuries suffered when he was struck on the head by a falling beam while working at the National Elevator Company's plant proved fatal for George Elliott age 39, 3618 Rockville Road, at midnight Monday July 21. Elliott was taken to the city hospital during the afternoon, after being hurt shoveling oats. He was employed by a group of farmers who had contracted to salvage the grain as the result of a fire which occurred at the plant June 19.

During the month of July, Fred K. Sale, secretary of the Indiana Grain Dealers Association, held seven local meetings for grain dealers and millers. The splendid attendance at these meetings has been gratifying and encouraging to the new secretary. During the month the meetings were held at New Castle, LaFayette, Marion, Ft. Wayne, Kokomo, Logansport and Elwood, Ind. It is also reported that ten new members have been added to the membership list, more good work and encouraging too. It is planned to hold local meetings all during the year, and make every effort to increase the membership.



## MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

NOT less than a boom, or near-boom, has struck the Milwaukee grain trade, according to the latest figures on receipts given out by the exchange secretary. Whereas the grain trade has been going along in a dull, ordinary way much of this year, the trade has now taken a spurt which appears to be decisive and to point to better things in the future.

Take wheat trade as an example. For last month the offerings were 2,497,000 bushels as compared with only 1,884,000 bushels received for the corresponding month a year ago. Here is a gain of some 600,000 bushels, a reflection of the heavy selling of wheat in the Southwest, with the overflow coming to Milwaukee in the form of hundreds of carloads. Grain traders have been much encouraged by the revival of Milwaukee as a wheat market, since this branch of the trade has been rather slow in recent years.

The boost in corn trade is even more striking with 1,519,000 bushels offered for last month as compared with 765,000 bushels, the total received for the corresponding month of last year. The corn business thus practically doubled, giving a percentage gain of approximately 100. At various times corn trade has picked up here in the last few months but such gains were not expected by the dealers at this time of the year.

A real corn borer scare has broken out in Wisconsin. The state is preparing to take drastic measures to stop the pest from getting in here, although experts believe that it is only a question of time when Wisconsin corn fields will be seriously affected.

One of Milwaukee's leading maltsters, Kurtis R. Froedtert, has been appointed as a member of the public land commission by Mayor Daniel Hoan. Mr. Froedtert has engaged in other work for the good of the community. One thing he did was to take an active part in the work of the Izaak Walton League both in the city and the state.

A stream of boats is going out from Milwaukee to take care of the shipments of grain to the East following the decisive increase in the local grain receipts. A record cargo which aroused much comment, was that of the steamer *Michigan* with Captain W. H. Cousins as skipper, who took the largest amount of grain ever loaded from a Milwaukee elevator. The ship took on 414,108 bushels of grain at an elevator on the Kinnickinnic river. The increased levels of the lake made the record possible as the ship was loaded to a draught of 20 feet and 10 inches forward and a 21 foot and 4 inch draught aft. The vessel was also loaded in record time, it taking only seven hours for the complete cargo.

Secretary Harry A. Plumb, who is an enthusiastic reporter of the high rate of activity in the grain trade, points out that this market took in about 3,435 car loads of grain last month, which is the biggest month Milwaukee has had since August 1927, thus surpassing a period of almost two years. In that month the supply of grain here was 4,200 carloads.

There are widespread complaints from Wisconsin now of excessively dry weather which is having a very bad effect on crops. The harvesting of small grains, however, is nearing completion in all parts of the state, so that the dry weather has been favorable for getting the grain all cut. The threshing of small grains is also well advanced in the southern and the western parts of the state. Preliminary statements of threshing indicate fairly good yields. Corn is very uneven in this state but the condition of the crop is above the average.

Milwaukee drink manufacturers will be hard hit by the new ruling from James M. Doran, United States Prohibition Commissioner, providing that the percentage of solids in malt tonics must be increased from a minimum of 12 per cent at present to 18 per cent. A local brewery immediately announced that it would not manufacture malt tonic with 18 per cent of solids as this would be highly unpalatable and therefore not salable. The drink that has been made had 12 per cent of solids and 2 per cent of alcohol. Mr. Doran stated that in some sections of the East malt tonic is being converted into beer by the mixture of near beer and malt tonic on a 50-50 basis.

Grain is piling up in the Milwaukee port despite the rapid shipment of many vessel loads to the

eastern ports. The reports of the Chamber at the opening of the month showed 1,247,000 bushels of wheat on hand, also 742,000 bushels of corn, 379,000 bushels of oats, 157,000 bushels of barley and 489,000 bushels of rye. The large holdings of rye are still here. The bulk of the total of more than 3,000,000 bushels is wheat and corn.

Milwaukee grain dealers report that the wheat coming from the Southwest for transport to the Buffalo mills is of exceptionally fine quality. They declare that while the Spring wheat yields are sure to be light following the dry weather in the Northwest, the Southwestern wheat is of good quality and of large volume so that the milling trade will have no trouble in getting adequate supplies of grain.

Milwaukee grain men's pet scheme, that of starting a stock exchange, was given a body blow when a group of leading investment men, headed by Morris Fox, declared that this is not the proper time to start a stock exchange. For many months the stock exchange proposition has been studied and mulled over and all the prospects were that the project would be successful. One faction was strong for the exchange, declaring that any city of any real size in the United States now has a stock exchange. They pointed to the many successful exchanges that have been started in recent months. The other faction was opposed to the scheme and could apparently see nothing practical in it. The grain leaders of Milwaukee offered to let the investment men run the board, but even this proposition was not accepted. The report of the investment committee was in favor of an exchange as formally stated, but "not now." The price of Chamber of Commerce seats had risen to \$1,000 each in anticipation of the new stock exchange. Now they are back to \$650.

## KANSAS CITY

KENNETH FORCE - CORRESPONDENT

REPRESENTATIVES of flour millers, the Kansas City Board of Trade, grain growers, elevator men, and brokers met with Governor Clyde M. Reed of Kansas and Senator Henry J. Allen of Kansas August 5 at the Kansas City Athletic Club to discuss wheat grading methods of the Federal Government in an effort to simplify the practice.

Grain grading disputes between Federal and state bureaus culminated in a decision to ask the Federal farm board to revise grade standards and promulgate new grading methods. Conflict of judgment, Governor Reed said, had indirectly cost the Kansas wheat farmers much money in recent years.

Senator Allen will place the matter before the farm board on behalf of the interests represented at the meeting. The senator was displeased that the Federal Board of Review on grain grades should exist to inject uncertainty into the marketing process of grains.

The complete elimination of the Federal Board of Review, which recently met in Chicago, from the process of settling disputes about the grade of grain offered the market, is sought. Most states have grain inspection bureaus, one function of which is the placing of a grade on all wheat and other grain passing to markets. The grades certified by Kansas, Minnesota and Illinois, until a few years ago, were accepted throughout the world as standard—especially those of the Kansas department.

The whole history of the grain grading case was touched upon. The passing of a Federal law authorizing the establishment of inspection bureaus and creating grain standards by which the bureau inspectors should be governed, gave Federal inspectors the final voice on grades traveling in interstate commerce.

Federal licenses were issued to state inspectors and a board of review created to pass on appeals which shippers or buyers might take from the certified state grades. This practice of taking appeals to the board of review in recent years has increased, and has wrought a consequent hardship on grower and shipper. Particularly on the shipper, because in many cases large shipments of grain sold for export to Europe had to stand idle at seaboard while the review board re-examined samples and announced grain grades.

At the meeting August 5, men said that the board of review, within their experience, was never known to raise the grade; seldom sustained the state grade; and, in most cases, lowered the grade, which last necessitated reshipment from Kansas City or other primary markets to fill the order.

The primary plea of the meeting was a "rule of reason" in handling grain. Less technical meth-

ods and a broader acceptance of commercial practices, with less penalization of the wheat farmer because grain is discolored by weather conditions, is sought.

It was pointed out that because of the wide gap existing between the judgment exercised by state inspectors and that of Federal inspectors, an elevator operator in a remote part of Kansas is obliged to grade as No. 2 or No. 3 wheat which he feels would be graded No. 1. Consequently the farmer gets less than he should for his wheat.

C. W. Lonsdale and Fred C. Vincent of the Simonds-Shields-Lonsdale Grain Company represented the Kansas City Board of Trade at the meeting. Others attending were C. M. Hardenbergh of the Commander-Larrabee Milling Company; C. B. Warkentin, president of the Midland Flour Milling Company; E. H. Hogueland, president of the Southwest Millers' League; Dr. W. E. Grimes, head of the department of agricultural economics at the Kansas State Agricultural College, Manhattan; and R. M. Green, professor of agricultural economics at the same school; Prof. S. C. Salmon, professor of agronomy at Manhattan; Ben Johnson, head of the Kansas grain inspection bureau; and Ralph Clark, Kansas City, secretary of the Trans-Missouri-Kansas Regional Shippers Board.

The Nutrena Feed Mills Company, August 2, announced the purchase of one of the large grain elevators of the Fowler Commission Company. The elevator is on the Frisco tracks in the Rosedale district and has a capacity of 250,000 bushels. Harry T. Fowler, president of the commission company, said that he was planning to retire. One of the best grain men in the west, Mr. Fowler is a member of the Board of Trade. Purchase of the elevator by the Nutrena company is a part of the expansion program planned by the company in Kansas City.

Southard Feed & Milling Company, Seventeenth Street and Blue River, recently brought in a natural gas well on its own grounds. The second day the flow was measured at 750,000 cubic feet, which makes it one of the largest gas wells in Jackson County. The company is laying a pipe line from its front yard to the power house, and expects to use 50,000 cubic feet a day to heat the boiler.

The national board of the Farmers' Union met here July 25, to appoint four delegates to the conference of the Federal Farm Board at Chicago. The board appointed four delegates: C. E. Huff of Salina, Kan.; H. E. Witham of Kansas City; E. E. Kennedy, Kankakee, Ill.; and M. W. Thatcher, St. Paul. It also endorsed Harry Hartshorn of Ford, Kan., as a member of Hoover's Farm Board. Following the appointment of Sam R. McKelvie of Nebraska to the place of representative of wheat growers on the board, Kansans were considerably disappointed. Reasons for the move were suggested as being political.

The Kansas Committee of Farm Organizations, in session August 7 at Topeka, adopted a resolution to co-operate with the Federal Farm Board in making the Federal Agricultural Marketing Act effective. The committee represented the Kansas State Grange, the Kansas Farmers Union, the Kansas Farm Bureau, the Southwest Co-operative Wheat Marketing Association, the Kansas Co-operative Grain Dealers Association and the Kansas Farmers Commission Company. Ralph Snyder of Manhattan was re-elected as chairman. C. C. Cogswell of Kingman, master of the state grange, was elected vice-chairman, and W. O. Sand of Hutchinson, representing the Co-operative Grain Dealers Association, was elected secretary of the committee.

The Federal crop reporting service of Missouri on August 9 reported that the corn acreage in the state was the smallest since 1894. The general prospect for the crop is only 67 per cent of normal, indicating a yield of 139,667,000 bushels on 5,634,000 acres, as compared to 181,540,000 bushels on 6,250,000 acres last year, according to figures compiled by E. A. Logan of the United States Department of Agriculture and Jewell Mayes, secretary of the state board.

Protein content on the first 10,000,000 bushels of new wheat inspected by the Kansas state grain inspection department averaged 11.73 per cent, compared with 11.47 per cent on the first five million. During the corresponding period last year the average was 11.87 per cent. T. B. Armstrong, assistant chief of the Kansas inspection department, said considerable wheat is now being received from west central Kansas which shows higher protein averages than wheat of other sections of the state.

Kansas City and the Middle West have won the most important victory yet in the fight for more equitable freight rates west of the Mississippi, according to an announcement made August 8 by T. H. Tedrow, transportation commissioner of the Chamber of Commerce, after he had received a tele-



gram from the Interstate Commerce Commission announcing that the Commission has ruled in favor of marked reductions in the combination freight rates between the East and Kansas City and other middle western points west of the Mississippi.

A move to reduce wheat and corn rates from Kansas City to the gulf was announced August 11 by J. F. Holden, vice-president in charge of traffic, The Kansas City Southern. The Southern has filed a plea for rate reduction with the Interstate Commerce Commission, although the Southern is being opposed by the Chicago and eastern lines.

The Southern has asked the Commission to fix a rate of 23½ cents per 100 pounds for wheat and 22 cents on corn, to become effective with the expiration of the emergency rates next month. The rate on wheat next month will go back on the regular schedule of 30½ cents for wheat and 29 cents on corn. Other lines have threatened to cut rates in other sections if the Southern reduction is approved, it is believed.

\* \* \*

John H. Lynds, jr., 58 years old, son of John H. Lynds, pioneer grain man and real estate dealer, died July 15 here. The father died November 15, 1926.

\* \* \*

Mrs. Max. R. Orthwein, wife of a grain broker here, was killed August 3 when a motor car in which she was riding collided with another car on U. S. highway No. 40 near Wright City, Mo. Funeral services were held in St. Louis, where the Orthweins formerly lived.

\* \* \*

J. C. Kerr, owner of the Kerr Hay Company, 324 Glover Building here, drowned July 15 in the Lake of the Woods in Swope Park.

\* \* \*

C. B. Dempster, 79, head of the Dempster Mill Manufacturing Company at Beatrice, Neb., suffered from three broken ribs and other injuries received when his car went into a ditch a mile north of Fairbury, Neb., August 3, it was reported here.

\* \* \*

The Kansas City market is drawing wheat from a wide territory according to local receivers. Kansas, Oklahoma and Texas wheats have been coming in since the movement started. From the North and West, the movement is increasing, particularly from eastern and southern Colorado and eastern and central Nebraska. The different wheats vary widely in quality, according to localities. Some of the best wheat being received here is coming from east central Colorado. Although it shows light test weight, protein content is unusually high, ranging from 15 to 18 per cent. Local mills are actively bidding for this high grade wheat and are taking all offered. Dry weather before harvest resulted in low test weight and high protein content, it is said. Nebraska wheat is heavy but lower in protein content. Southeast Colorado wheat is good.

\* \* \*

V. R. Combs of the Arcady Farms Milling Company has been admitted to membership in the Kansas City Board of Trade on transfer from A. E. Yardley, formerly of that company.

\* \* \*

John J. Martin of the Continental Export Company, New York and St. Louis, is an applicant for membership in the Kansas City Board of Trade on transfer from Jack Haussman, who recently resigned from that concern to enter business for himself. Mr. Martin has been with the Continental company for the last three years.

\* \* \*

B. V. Hopper, formerly with Lamson Bros. & Co., is now associated with the Fuller Grain Company, in charge of their new stock and bond department recently opened.

\* \* \*

Owing to the recent death of Oliver Denton, the Denton Grain Company is being discontinued. Joseph S. Geisel, who has been manager of the cash grain department of the company, has made application to change his Board of Trade representation from that firm to himself. He will operate as the Geisel Grain Company.

\* \* \*

Louis B. Stuart, assistant secretary of the Ralston Purina Company, is an applicant for membership in the Board of Trade on transfer from Fred H. Udell, who was recently transferred to Denver as manager of the company's properties there.

\* \* \*

The Equity Exchange of Fowler, Kan., claims a record for handling wheat with one dump and one pair of scales. The elevator handled 39,364 bushels in one day it was reported here. This was 519 truck loads.

\* \* \*

Simon Fishman, Tribune, Kan., was a Board of Trade visitor recently. Mr. Fishman makes frequent visits to this market to "watch our wheat come in." One of the largest and most scientific wheat raisers in southwestern Kansas, Mr. Fishman said that Greeley County would ship about 500,000 bushels of wheat this year.

## BUFFALO

ELMER M. HILL CORRESPONDENT

WITH conflicting conditions prevailing in the grain trade, Buffalo grain and elevator interests are speculating upon the volume of traffic which will pass through the port during the next few months. Foreign demand for American and Canadian grain has increased slightly and the markets in the West and South are flooded with the new crop, but leading factors in the trade believe normal grain trade through terminal elevators along the waterfront this fall is unlikely.

\* \* \*

There has been a marked easing off in the down-bound movement of grain over the Great Lakes route during the past month. This is due almost entirely to the clogged condition of elevators in the East which has slowed up the shipments from the American and Canadian Head of the Lakes. Elevators at Montreal, Port Colborne and Buffalo at the eastern end of the route are holding large stores of grain and those on the Atlantic Seaboard are facing a similar situation. There has been some improvement in the re-shipment of grain from Buffalo during the month but the situation is far from satisfactory.

\* \* \*

Supreme Court Justice Clarence McGregor has ordered the sale of the Superior Grain Elevator with a rated capacity of 3,750,000 bushels under mortgage foreclosure proceedings at noon on August 30. The court confirmed the report of the referee that the Superior Elevator Corporation was in default in the sum of \$251,449 plus \$5,000 in fees in connection with the proceeding instituted by the Liberty Bank of Buffalo on behalf of the second mortgage holders. There is no default on the first mortgage. Hancock, Dorr, Kingsley & Shove of Syracuse, N. Y., appear as attorneys for the plaintiff in the mortgage foreclosure proceedings while Wilcox & VanAllen are acting as counsel. Joseph S. Carter is president of the Superior Elevator Corporation, which maintains offices in the Chamber of Commerce Building.

\* \* \*

The first meeting of the board of Federal engineers named to investigate the advisability of proposed improvements to the Erie and Oswego Canals in New York state to permit an increase in tonnage over these waterways used by the grain trade in the movement of cargoes from Buffalo to tidewater, was held early this month in Buffalo. Members of the board include Col. George M. Hoffman, Lieut. Col. Ralph T. Ward of New York and Major Eugene Reybold of Buffalo. Col. Hoffman is serving as chairman. The survey of the physical aspects of the proposed improvements will include a study of plans for the deepening of the New York State Barge Canal between Tonawanda and Albany, and the Oswego Canal from Oswego to Oneida Lake. The study of commercial phases include the calculation of costs per mile of shipping transported by way of the canals and the effect the proposed improvements will have upon increased traffic of which grain is a major factor.

\* \* \*

Grain carrying rates from the head of Lake Superior to Buffalo are a little higher than they were a month ago, the prevailing rate during the first half of the month being from 2¼ to 2½ cents. Cargoes are being offered more freely in the Lake Michigan grain trade but the rate to Buffalo has been marked up to bring out more tonnage. Most boats now are getting 2½ cents but vessel owners are not anxious to contract their tonnage for future placement at these figures. The movement from the Head of the Lakes to Buffalo is comparatively small and little American tonnage is being chartered.

\* \* \*

Stocks of grain in storage at Lake Superior ports are reported by the Buffalo Corn Exchange to be much heavier than they usually are at this season of the year. The movement of Buffalo is light and the elevators on August 12 were holding large quantities of grain in store. There has been some inquiry for future tonnage in the Lake Superior trade. For vessels to load during the first half of November to hold at Buffalo during the winter months, shippers are bidding not to exceed 5½ cents. Some storage grain for the last half of November could be covered at 6 cents.

\* \* \*

Deeper water along the entire chain of Great Lakes is enabling vessel owners to load their boats heavier this season. This has helped to offset to some extent the low prices quoted for tonnage in the grain trade and some record breaking cargoes have been moved down the lakes this season to Buffalo. The channels in the Straits of Mackinaw, the Soo and the Detroit River are deeper than at

any time in the last four or five years and all boats are carrying capacity loads.

## GRAIN NEWS FROM BOSTON

By L. C. BREED

Butman Grain & Feed Company, Lynn, Mass., has been incorporated. The capital stock is 5,000 shares common. Henry J. Atwell is president, and Ruth Frary, treasurer.

\* \* \*

Walter A. Hill, the Boston representative of the Atcheson Flour Company of Iowa, recently was elected to active membership in the Boston Grain and Flour Exchange.

\* \* \*

Philip S. Gilbert, flour jobber, Springfield, Mass., recently filed a petition in bankruptcy with liabilities totaling \$23,114 and assets of \$41.

\* \* \*

The funeral services for James T. Knowles were held July 7 at his late residence in West Newton. Several members of the exchange were present. For many years Mr. Knowles was identified with the flour business in Boston.

\* \* \*

The Vermont Co-operative Creameries Association that recently was organized, has among its membership some of the leading dairymen of the state. The association will seek to establish uniform standards and endeavor to promote the welfare of the industry.

\* \* \*

Boston now has a port authority that has been appointed for a five-year term under legislative authority. Under this act of the legislature, the new board has power to investigate the unification of terminals, belt line connections, etc. It is expected that the board will be able to aid in expanding the volume of grain that is shipped to Europe via this port, as that is the main purpose of the board's activities. The members of the board are Louis Parkhurst, Joseph W. Powell, Guy W. Currier, Louis E. Kirstein and Harris Livermore. The last named member was appointed to take the place of Hugh Bancroft, who was unable to serve on the board. The members serve without compensation.

\* \* \*

Robert Smith of Braintree, has applied for associate membership in the Boston Grain and Flour Exchange.

\* \* \*

Rates on ex-lake grain in bulk for export have been established by the Rutland Railroad from Ogdensburg to Boston. These new rates will be effective August 16 and will give Boston a differential of one cent per 100 pounds under any rate applicable to ex-lake grain to Baltimore and Philadelphia from Buffalo. The Boston Maritime Bureau was instrumental in bringing about the establishment of the new rates.

\* \* \*

Arthur F. Hopkins of the New England Grain Products Company was elected to the board of directors of the American Feed Manufacturers Association at its twenty-first annual convention.

\* \* \*

During the month of July, trade with New England grain dealers proceeded along normal summer activity in volume during the first half of the month, but reports of damage to the growing crop stimulated business later on. Dealers in chicken wheat report having a good demand.

\* \* \*

The demand for mill feed during July was light, as far as sales to farmers was concerned, their stock being out to pasture. The sharp advance in western prices owing to crop damage reports, brought about considerable demand from dealers. There is no Canadian feed being offered.

\* \* \*

The receipts of hay at Boston during July were ample to meet the moderate demand which, as usual, was mostly confined to the better grades. Prices ruled fairly firm for top grades, but concessions were made to move the lower grades. During June and July, the receipts were about the same as for the corresponding months last year. For July they were 191 cars; straw 4 cars.

\* \* \*

The exports of grain from Boston during the month of July, were as follows: Wheat to Bremen, 48,000 bushels, barley to Bremen, 110,170 bushels.

\* \* \*

Stocks of grain at Boston in regular elevators as of July 27, were as follows: Wheat 1,238,957 bushels; oats, 5,920 bushels; rye, 2,937 bushels.

\* \* \*

Among the visitors to the Exchange during the month of July, outside of New England, were the following: H. E. Lewis, Oswego, N. Y.; Robert Quart, Newton, N. J.; W. S. Wiers, Red Wing, Minn.; Joseph Murphy, Washington, D. C.; J. A. McCormick, Olean, N. Y.; L. J. Thompson, Cincin-



# THE AMERICAN ELEVATOR AND GRAIN TRADE

Forty-Eighth Year

nati, Ohio; J. B. Hart, New York City; Henry Wedger, New York City; G. Loran, New York City; L. E. Bristol, Cloverach, N. Y.; S. L. Rice, Metaura, Ohio; Amos Connors, Omaha, Neb.; A. T. Lahiff, Chicago, Ill.; J. J. Murphy, Chicago, Ill.; J. Buckingham, Bellaire, Ohio; Cyrus Lewis, Buffalo, N. Y.; W. K. Squire Jr., Buffalo, N. Y.

\* \* \*

The receipts of grain at Boston during the month of July, as tabulated by the Boston Grain & Flour Exchange, were as follows: Wheat, ...; oats, 39,500 bushels; rye, 1,825 bushels; barley, 61,050 bushels; malt, 8,026 bushels; mill feed, 146 tons; corn meal, 343 barrels; oat meal 4,607 cases and 412 sacks.

## RECEIPTS AND SHIPMENTS FOR JULY

**BALTIMORE**—Reported by Jas. B. Hessong, Secretary of the Chamber of Commerce:

Receipts		Shipments	
1929	1928	1929	1928
Flour, bbls...	75,327	62,994	14,366
Wheat, bus...	3,393,872	1,752,183	439,813
Corn, bus...	38,693	35,939	...
Oats, bus...	29,168	93,303	...
Rye, bus...	5,323	112,810	...
Barley, bus...	318,616	297,778	283,281
Malt, bus...	50,663	43,938	...
Hay, tons...	33	375	...
Straw, tons...	...	9	...
Mill Feed, tons...	1,078	1,742	...

**CHICAGO**—Reported by F. H. Clutton, statistician of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	8,075,000	3,469,000	2,131,000
Corn, bus...	6,281,000	10,381,000	4,715,000
Oats, bus...	2,566,000	2,630,000	2,829,000
Barley, bus...	613,000	320,000	217,000
Rye, bus...	38,000	270,000	39,000
Timothy Seed, lbs...	103,000	896,000	262,000
Clover Seed, lbs...	160,000	165,000	169,000
Other Grass Seed, lbs...	214,000	140,000	202,000
Flax Seed, bus...	113,000	157,000	...
Hay, tons...	5,323	8,208	829
Flour, bbls...	967,000	950,000	645,000

**CINCINNATI**—Reported by J. A. Hallam, chief inspector, the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	1,576,400	75,600	225,400
Corn, bus...	392,000	366,800	379,400
Oats, bus...	132,000	134,000	144,000
Barley, bus...	3,200	1,800	19,200
Rye, bus...	2,800	16,800	...

**DENVER**—Reported by H. G. Mundhenk, Secretary of the Grain Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, cars...	495	120	28
Corn, cars...	300	173	99
Oats, cars...	37	18	13
Barley, cars...	103	15	17
Grain Sorghums...	2	3	...
Mixed Grain...	1	...	...
Beans...	34	25	17
Hay, cars...	37	26	...

**DULUTH**—Reported by Chas. F. MacDonald, Secretary of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	6,056,724	1,691,558	4,834,388
Corn, bus...	321,414	...	356,350
Oats, bus...	107,391	11,265	140,143
Barley, bus...	915,687	244,211	1,331,790
Rye, bus...	245,681	93,356	88,451
Flax Seed, bus...	306,114	117,849	146,505
Flour, bbls...	369,115	342,865	428,280

**FORT WILLIAM, ONT.**—Reported by E. A. Ursell, Statistician of the Board of Grain Commissioners for Canada:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	14,605,715	14,393,119	12,995,641
Corn, bus...	1,568	...	1,568
Oats, bus...	3,028,821	3,236,741	694,406
Barley, bus...	2,001,019	1,286,833	1,381,662
Rye, bus...	387,987	380,293	134,748
Flax Seed, bus...	182,637	435,161	75,845
Mixed Grain, bus...	244,139	100,008	23,497

**GALVESTON**—Reported by H. A. Wickstrom, chief inspector, Galveston Cotton Exchange and Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	...	...	3,906,023
Kafir Corn, bus...	...	122,142	34,285
Barley, bus...	...	50,000	60,000

**HOUSTON**—Reported by W. J. Peterson, chief grain inspector, the Houston Merchants Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	...	540,568	...
Barley, bus...	...	60,000	...
Kafir Corn, bus...	...	25,711	25,714

**KANSAS CITY, MO.**—Reported by W. R. Scott, Secretary of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	35,112,220	35,561,240	15,931,630
Corn, bus...	1,560,000	2,358,000	1,523,000
Oats, bus...	326,000	278,000	124,000
Barley, bus...	552,000	89,600	275,200
Rye, bus...	12,000	4,500	9,000
Kafir Corn, bus...	206,800	224,400	383,000
Hay, tons...	14,961	17,568	3,828
Flour, bbls...	57,850	51,350	671,175

**INDIANAPOLIS**—Reported by Wm. H. Howard, Secretary of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	1,761,000	206,000	171,000
Corn, bus...	1,973,000	1,816,000	1,526,000
Oats, bus...	1,000,000	528,000	788,000
Barley, bus...	6,000	...	542,000
Rye, bus...	12,000	...	...

**LOS ANGELES**—Reported by The Grain Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, cars...	504	356	...
Corn, cars...	289	216	...
Oats, cars...	21	22	...
Barley, cars...	331	243	...
Milo, cars...	26	20	...
Kaffir, lbs...	30	23	...
Bran...	129	103	...
Shorts...	8	4	...
Cereal...	75	71	...
Alfalfa...	11	14	...
Beans...	15	3	...
Flour, cars...	234	140	...

**MILWAUKEE, WIS.**—Reported by H. A. Plumb, secretary, Chamber of Commerce:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	2,497,840	1,884,960	1,381,005
Corn, bus...	1,519,960	765,810	978,817
Oats, bus...	730,860	266,700	600,907
Barley, bus...	620,080	438,480	259,740
Rye, bus...	19,670	9,450	13,140
Timothy Seed, lbs...	...	60,561	30,000
Clover Seed, lbs...	...	7,190	61,829
Flax Seed, bus...	280	11,300	...
Hay, tons...	304	488	...
Flour, bbls...	193,500	271,250	2,450
Feed, tons...	4,950	1,620	8,840
Malt, bus...	167,500	20,900	456,560
Hogs...	118,365	74,371	1,423
Cattle...	13,592	14,677	402
Sheep...	6,353	4,698	480
Calves...	21,302	17,289	8

**MINNEAPOLIS**—Reported by G. W. Maschke, Statistician of the Chamber of Commerce:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	8,294,130	4,898,520	3,401,890
Corn, bus...	1,201,480	524,120	551,490
Oats, bus...	1,918,550	856,230	1,145,800
Barley, bus...	1,348,890	869,430	633,730
Rye, bus...	413,970	165,960	162,560
Flax Seed, bus...	180,200	142,560	162,290
Hay, tons...	520	934	60
Flour, bbls...	21,737	14,448	902,323

**MONTREAL, QUEBEC**—Reported by J. Stanley Cook, secretary of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	10,378,516	25,646,395	14,408,786
Corn, bus...	21,391	137,728	8,264
Oats, bus...	1,463,593	4,348,023	1,283,300
Barley, bus...	2,719,608	499,819	3,506,194
Rye, bus...	406,202	968,408	673,189
Flax Seed, bus...	163,292	119,312	...
Hay, bales...	77,482	100,643	141,464
Flour, bbls...	426,956	382,564	469,088

**NEW ORLEANS**—Reported by S. P. Fears, Chief Grain Inspector and Weighmaster, the Board of Trade, Ltd.:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	519	28	428,702
Corn, bus...	49	69	131,887
Oats, bus...	38	90	61,563
Barley, bus...	37	1	...
Rye, bus...	1	...	21,428
Grain Sorghs...	15	5	...
Barge Receipts, July, 1929—Wheat, bus...	...	...	134,752
Barge Receipts, July, 1928—Wheat, bus...	...	...	69,756
Barge Receipts, July, 1928—Wheat, bus...	...	...	88,092
Barge Receipts, July, 1928—Wheat, bus...	...	...	44,924

**NEW YORK**—Reported by H. Heinzer, Statistician of the Produce Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	3,704,000	...	4,051,000
Corn, bus...	147,000	...	...
Oats, bus...	242,000	...	36,000
Barley, bus...	2,808,900	...	1,727,000
Rye, bus...	124,500	...	7,000
Clover Seed, lbs...	...	...	412

**OMAHA**—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	11,292,800	4,172,800	2,744,000
Corn, bus...	1,482,600	2,578,800	1,779,400
Oats, bus...	591,000	210,000	448,000
Barley, bus...	310,400	65,600	217,600
Rye, bus...	112,000	23,800	35,000

**PEORIA**—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	268,800	238,200	192,000
Corn, bus...	2,358,600	1,724,400	1,149,450
Oats, bus...	681,300	358,200	399,600
Barley, bus...	378,800	155,400	44,800
Rye, bus...	...	...	7,200
Mill Feed, tons...	29,410	32,320	45,695
Hay, tons...	410	1,390	70
Flour, bbls...	197,400	219,300	191,900

**SUPERIOR**—Reported by J. W. Conner, secretary of the Wisconsin Grain and Warehouse Commission:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	1,023,264	1,254,475	2,840,480
Corn, bus...	238,485	4,500	229,000
Oats, bus...	67,178	11,503	36,572
Rye, bus...	117,218	43,081	...
Barley, bus...	710,001	229,423	783,100
Flax Seed, bus...	102,861	107,192	4,108
Bonded Wheat, bus...	5,800	4,488	...
Bonded Barley, bus...	...	5,903	102,505

**PHILADELPHIA**—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	901,873	120,426	207,943
Corn, bus...	9,125	10,439	...
Oats, bus...	77,217	54,893	...
Barley, bus...	...	1,019	22,245
Rye, bus...	2,309	967	...
Flour, bbls...	141,942	137,482	2,001

**PORTLAND, ORE.**—Reported by F. W. Clark, manager of the Merchants' Exchange:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, bus...	3,471,300	2,420,050	1,842,377
Corn, bus...	191,125	154,000	161
Oats, bus...	108,300	17,100	3,985
Barley, bus...	12,800	24,000	...
Rye, bus...	1,450	2,900	...

**SAN FRANCISCO**—Reported by James J. Sullivan, chief inspector, the San Francisco Chamber of Commerce:

Receipts		Shipments	
1929	1928	1929	1928
Wheat, tons...	11,977	6,409	...
Corn, tons...	2,025	3,400	...
Oats, tons...	681	880	...
Barley, tons...	66,037	46,880	...
Beans, sacks...	16,052	30,897	...
Brans, tons...	255	264	...

**ST. LOUIS**—Reported by C. B. Rader, secretary of the Merchants' Exchange:



# HAY, STRAW AND FEED

## STRAW UNDER 100-POUND TO INCH PRESSURE

To manufacture a fire-retardant wall board of straw, a company has been organized in Regina, Sask., Canada. The straw, under a process originally patented in Europe, is subjected to a pressure of 100 pounds to the square inch. It is then bound with wire, and made up into standard wall board sizes.

Excellent insulating qualities and a fire-retardant characteristic are claimed for this type of lumber substitute. French and Belgian fire insurance firms, says Trade Commissioner Richards, of Regina, accept the straw composition board as a high-class risk.

## ANNOUNCES ARTIFICIAL HAY MATURING PROCESS

Artificial drying of green crops by means of coal fire heat and powerful ventilating fans which enables the farmer to raise three crops a year instead of one, is offered as the real panacea for agricultural ills by Arthur J. Mason, of Chicago, an industrial engineer.

The essence of Mr. Mason's sensational conception of agriculture, which if carried out, might mean that hay dealers would have three crops a year to handle, is the cutting of crops while green and immediately planting other crops—the substituting of green harvests for golden or mature harvests. After cutting, Mr. Mason prepares his green harvest for market by artificial drying which removes all moisture from the crop. He calls his device a "portable summer" which consists of a 20-foot blower fan and a soft coal heater. In this way, hay may be cut in the rain and within half an hour it is nicely baled and ready for shipment. Driven by a powerful blower, air heated to 300 degrees has removed all signs of moisture.

Mr. Mason claims that this method not only triples the yield in dollars per acre but that the product is higher than usual in flesh building protein and nitrogen content as well as other elements of value to domestic animals, especially cows in the production of milk.

## FEED TEST LEADS BY ACCIDENT TO NEW VITAMIN VALUE

Milk, in a certain dried, concentrated form, contains a hitherto unrecognized factor, vitamin in character, and extremely valuable in the formation of various poultry rations, according to a recent experiment at Cornell University, Ithaca, N. Y. It is suggested that effects obtained from this new balanced ration factor previously have been credited to vitamin D.

The discovery was accidental to a certain extent and resulted from an attempt to get a chick ration low in calcium and phosphorus, which would be suitable for studying the requirements of chicks for these minerals. In order to be satisfactory such a ration should produce a rate of growth when properly supplemented with calcium and phosphorus, equal to that obtained by good poultrymen.

Since milk, meat scrap and fish meal are rich sources of these minerals it was decided to use casein, a purified milk protein, as the main source of protein in the experimental ration. This protein contains only mere traces of vitamin B.

Its lack of this vitamin was considered a serious difficulty. To overcome it, resort was made to a milk vitamin B concentrate furnished by a commercial company. This concentrate has been shown to be as rich as yeast in vitamin B.

A total of 90 chicks were used to test the ration. It is apparent, from the results that the so-called

vitamin D mixture (a commercial concentrate) contains elements which accelerate chick growth and prevents a certain type of leg weakness or paralysis entirely distinct from rickets.

## CHARCOAL, WITH SALT, SODA, AND RESIN AS A FEED FOR CIRCUS STEEDS

By FELIX J. KOCH

Loiterers behind scenes with one of the very largest wild west shows in the world, the 101 Ranch, coming at the time when livestock is to be fed, will chance on a curious picture.

The show carries along with it never less than 62 head of horses. The specific rations for these comprise 400 pounds of bran and 100 pounds of oats. As the time for the feeding approaches a great tarpaulin, kept for the purpose, is spread upon the ground. On this tarpaulin all the oats to be used in the feeding are then spread. Neatly mounded against spilling, bran is placed over this; the whole building a volcano form. Oats and bran are mixed extra-thoroughly with a shovel, until the mass should seem squarely ready to feed. This, then, is the fare for the steeds, six days of each week.

Not quite this alone, though, on Sundays. In-



MIXING IN THE RESIN AND CHARCOAL

stead, on the Sabbath the hostlers proceed with further mixing, before declaring the repast ready to serve. A great sack of powdered charcoal, carried by the show for the purpose, is opened and some of the charcoal is spread in a mounding circle on the top of the stack of mixed oats—feed and bran. Five pounds of charcoal are prescribed. Within this circle of jet black, for the base, another of white salt is placed. Ten pounds of salt is the rule. Six pounds of baking soda then go inside the wall of salt there. A pound of powdered resin is added after that.

Everything ship-shape, thorough mixing proceeds. Then, all aside from whatever ration the animals shall be given, each horse gets a bucket-full of the mix here described as his Sunday regulator, and likewise treat.

## FEED PRICES WORK UPWARD

The small offerings of feedstuffs were in seasonally fair demand during most of the month ending with the forepart of August, and prices averaged higher than a month ago, states the latest market news service report of the United States Bureau of Agricultural Economics. Unfavorable crop prospects, both in the United States and Canada, together with poorer pastures in many sections, were also strengthening factors. However, the feed market turned weaker at the close of the first week in August, with the sharp declines in grain prices and the heavier offerings of certain feeds.

Offerings of most feedstuffs were small during

the past month. According to the Department of Commerce, wheat offal production declined quite sharply during June. About 355,000 tons of wheat offal were produced in that month as compared with 371,000 tons in May. This production was the outturn of 968 milling concerns, 888 of which were included in the biennial census of manufactures of 1927 and accounted for 93.8 per cent of the total wheat flour production. Flour production at the principal milling centers, which affords a more current index to offal output, indicates that the production during July was around 3 per cent heavier than in June.

During July the production of wheat feeds was more than offset by the improved demand and decidedly firmer grain markets and prices advanced sharply. At the close of the first week in August the sharp declines in grain prices tended to curb speculative buying and spot demand became weaker. However, wheat feeds, with the possible exception of hominy feed, were firmer than other basic feeds. All types of wheat feeds participated in the advance and were \$2.75 to \$8 higher than a month previous.

Prices of high protein feeds, particularly linseed meal and cottonseed meal advanced during the past month, but while linseed meal was quoted from \$6 to \$9 higher than a year ago, cottonseed meal was quoted lower. Stocks of cottonseed meal on hand at southern mills are still large but offerings have been light, reflecting that mills were awaiting more definite crop news. Inquiry for spot cottonseed meal during most of the month was slow in the Southeast and the market was generally quiet in the Southwest. Northern markets were also higher and at the close of the first week in August prices had advanced. The linseed meal market was also firm during most of the month with the situation in the Northwest fairly steady.

No monthly production data are available on linseed meal but according to the Department of Commerce 9,816,000 bushels of flax were crushed during the quarter April 1 to June 30, 1929. This was the largest quantity of flax crushed in that quarter for which statistics are available.

Corn byproduct feed prices were firm during the month, reflecting the fair demand for the small offerings and higher corn prices. Gluten feed advanced about \$1 to \$1.50 during the month but hominy feed was \$4 to \$5.50 higher, as compared with a year ago, gluten feed was about \$2.50 per ton lower but hominy feed \$1 to \$3 higher. The demand for gluten feed has been about equal to the liberal offerings during the month. The offerings have mostly come from the association mills as the independent mills were out of the market. Offerings of hominy feed were light and the demand was of fair volume. However, a slight slackening in the demand, together with lower corn prices, caused quotations to decline somewhat at the close of the first week in August.

Alfalfa meal prices are slightly higher than a month ago, but are under those of a year ago. The limited offerings met a fair demand at most markets. Mills have been rather active buyers of milling quality hay at the central-western markets, especially in the latter part of the month.

## TOO MUCH FIBRE IN DAIRY RATINGS. BOUTFLOUR WARNS

Large quantities of fibre, an indigestible food, can have a very depressing effect, declares R. Boutflour, British feed expert, upon the yield of heavy milking cows. This is due, he says, to the fact that although the fibre cannot be assimilated, an attempt is made at digestion. This waste of energy prevents the full utilization of concentrate feeds.

Lack of control of the total bulk of the ration is



the most serious limiting factor now operating in the management of cows, especially in the case of cows giving high yields of milk, says Mr. Bout-flour. A cow can only efficiently deal with a limited quantity of food per day, but if the opportunity presents itself, she will consume 30 per cent more food than this quantity. If this is permitted the attempt is made to digest this greater quantity, energy is wasted, and less food is digested than if a smaller amount were fed.

## FEED BUSINESS CHANGING

By DR. E. E. CLORE  
President of The Hoosier Mineral Feed Company,  
Greenwood, Ind.

The manufacturing of mixed feeds for all classes of livestock has developed into a very highly specialized business. It is just a little more complicated than some would have it. Each and every honest manufacturer has tried to meet the changing requirements of the livestock industry. There is no question but what it requires considerable skill and chemists and veterinarians have put forth every possible effort to meet this changing need. The veterinary profession has realized the necessity of promoting health by good feeds, properly balanced.

Forty years ago our soils contained practically every known mineral ingredient and same was available to the crops in enormous quantities but it is different today. With the extensive cropping for years, our soils have been depleted almost to a breaking point.

The farmer further realizes he must push his livestock production to the limit. He must have his hogs on the market at six months, weighing 225 pounds. His cows must produce five to six gallons of milk per day. His ewes must produce two or three good lambs. This extra burden of production calls for high feeding standards. It calls for feeds that are balanced and when I say balanced—I mean as far as proteins, carbohydrates, fats and minerals are concerned, and I also mean that there must be the proper amount of vitamins present for the best assimilation of these other ingredients.

We, as feed manufacturers, must positively keep pace with this fast moving agricultural situation, if we expect to stay in the procession. In fact, we must be two or three years ahead to be several paces ahead of the other man in the same business. There can be no question but the commercial feed business has reached a high state of perfection in many ways, but the mineral end of the feed business is just seven years behind. There are a few of the larger feed manufacturers who have given the balanced mineral idea some serious consideration because of the fact that they have tried bone meal and limestone and a rock phosphate product with the result that good mineral results were not procured.

The small feed manufacturers, in their effort to get their goods firmly established, have been balancing their feeds with good balanced minerals and have been attributing their success in the feed business to this fact.

In view of the fact that there are only two or three balanced minerals on the market, the feed manufacturer must be careful in his selection. A good mineral should contain yeast, calcium carbonate, iodine, salt, wood ash, bone black, iron, sulphur and possibly copper and charcoal. These should be in there in exactly the right proportions or the mineral will be worth much less. A mineral feed is no better than the man who makes it, so make the proper selection of the man behind the company.

I have seen the feed manufacturers develop a mammoth business. I have seen time when the feed manufacturers thought even bone meal and limestone in feed were as much out of place as a South African with snow shoes. This has only been about five years ago. Now, some of these same feed manufacturers realize they are as much behind in mineral nutrition with bone meal and limestone, as they were five years ago without any, but, just what are they to do about the situation?

It has taken five years for our feed manufactur-

ers to realize there is a little merit in bone meal and limestone and I am wondering how long it will be before we can get to the balanced mineral idea as a unit. A balanced mineral cannot be developed in a day, it takes time, and the sweet feed manufacturer will find that he may run into serious difficulties with his feeds if he tries to do in a day, what it has taken our good mineral feed companies seven years to develop.

I know of companies who manufactured a mineral composed of bone meal, limestone and salt seven years ago, and who would have been totally wrecked today if they had continued to manufacture this product.

There are balanced minerals that have been fed in conjunction with practically all feeds on the market and have been developed to a high state of perfection and these feeds are available to the trade at reasonable prices. Therefore, a specialist in the mineral feed business is in a most excellent position to work hand in hand with the sweet feed manufacturer.

Two years ago, the Indiana Veterinary Medical Association gave practically its entire time to the discussion of feeds with particular reference to livestock diseases and I want to outline a few conditions in livestock that can be corrected by a balanced mineral. Then, I want to ask you whether or not you think you have five more cents a bag selling argument and five more cents worth of good food in there for the animals.

In the dairy cow, a balanced mineral will hold the milk flow over a longer period of time, give the cow a better coat of hair, produce a stronger calf, absolutely prevent nutritional abortion, assists in preventing sterility and other breeding troubles.

Mineral for hogs will promote thrift, absolutely prevent goitre, prevent paralysis and place hogs on the market at an earlier age.

Mineral for poultry, will produce chickens quicker, make hens lay earlier in the fall, give egg and yolk a better texture and make more of them.

Mineral will positively prevent pregnancy disease in sheep and increase weight gains.

These are just a few of the many things that a balanced mineral will do and will positively do, if it is the right kind of a mineral. Bone meal, limestone and salt will not accomplish any of these results, except possibly, prevent calcium and phosphorus deficiency, but these deficiencies are only a small part that livestock falls heir to.

## ALFALFA MILL OUTPUT GAINS 13½ PER CENT OVER '27-'28

Production of alfalfa meal, this year compared to last, indicates either a widening market or a more intensive use of this mixed feed ingredient. For the fiscal year closing July 1, 1929, the green meal mills' total was 373,128 short tons. The previous year's volume was 328,658 tons.

The 13½ per cent jump in production represents a tonnage gain of 44,470.

The production of alfalfa meal in the United States during June, 1929, totaled 19,395 short tons, according to reports received from the hay millers by the United States Department of Agriculture. This production was about twice as large as that for the previous month but 7,097 tons less than was reported for June a year ago.

## NEW YORK HAY MARKET STEADIER

By C. K. TRAFTON

Business in hay in the New York market was somewhat better during the past month, but buyers were still very discriminating, which resulted in prompt absorption of the small arrivals or good No. 2 or better, while the excessive supply of poorer grades, and especially in small bales, moved very slowly. In some cases the latter brought as little as \$11 or \$12, while No. 2 and No. 3, which lost an additional \$1 early in the period, recovered later, so that prices are again back to last month's levels.

Early in the month, rail receipts began to decrease, partly because of the previous decline and partly because of the embargo at the Bushwick terminal in Brooklyn. Arrivals, however, were more than ample for the slow demand and the mar-

ket softened. Subsequently the receipts became still lighter and large sales met a ready demand at a \$1 advance as did the better grades in small bales. Most of the small bales, however, were mixed grade lots or medium and poor type. About 2,700 bales arrived on Hudson River liners and nearly all of it moved promptly, but it remained difficult to sell the large amount of grassy hay remaining on barges. A few cars of new hay were received from up-state; mostly rather poor and in small bales; but not enough to establish the market. Among some conservative and experienced distributors the opinion prevails that the new crop will run largely to clover and clover-mixed hay. They believe that there is considerable fair hay up-state, though much of it will probably be over-ripe, while much of the western crop probably got too wet. They expect generally lower prices because of the larger crop, although this will be partly offset by the lack of the big carryover which kept prices down to low levels last year.

## DEMONSTRATING THE MOLASSES PROCESS

The Anglo American Mill Company of Owensboro, Ky., has built one dozen demonstrating trucks for the purpose of showing their friends just how the Miracle Molasses Process operates in making sweet feeds.

These trucks operate a No. 0 Miracle Molasses Process with a capacity of 1,500 pounds of sweet feed per hour.

The operator drives up to an elevator and asks the owner to send out several hundred pounds of his mixed feed to have molasses put on it. This feed is dumped into the hopper on the truck, the machine



MIRACLE MOLASSES PROCESS TRUCK

thrown into gear and, in a few minutes time, the elevator owner has been shown how the process works, its simplicity, and particularly how his feeds look with molasses added.

The Anglo American Mill Company reports that these trucks have been very successful in interesting many customers who had been somewhat skeptical of the cold molasses process doing the work claimed for it.

At all the conventions of millers and feed men this summer, these trucks have been on hand demonstrating the process. Among the conventions where we have seen them are the Operative Millers at St. Louis in June; the American Feed Manufacturers convention at French Lick, the week following, and also the same week, the Retail Feed Dealers convention at Milwaukee; then later in the month the Ohio Grain Dealers convention at Cedar Point and last the North Eastern Feed Dealers convention up at Alexandria Bay, N. Y., during the last week in June.

Among some of the larger plants recently installed by the Anglo is the 10,000 per hour plant for Swift & Co., at Denver; a 20,000 pound plant for the Smith Milling Company, at Milwaukee; two 20,000 plants down in Louisiana and several 10,000 plants in Texas.

## A TIP FOR FEED SALESMEN

Generally speaking, a feed salesman should know all about his goods, from the raw materials up; where they came from, methods of procuring, caring for, marketing, sources of supply, each step in the various processes of manufacture with the reasons therefor, and, finally, the difference between his product and all others.

Also, if possible, what results his feeds will obtain when fed against his competitors' products.



It is not advisable to often use all of this information, for there is the same danger with some salesmen that there is with some containers—they get so full that they slop over.—*Feed Manufacturer.*

## SHARP ADVANCE CHECKS NEW YORK FEED BUSINESS

By C. K. TRAFTON

Reflecting the sensational advance in grain prices, the upward movement of feed quotations in the New York market became more rapid during the past month. During the early part of the period, demand for wheat feeds remained moderate, but with sellers steadily moving prices upward, demand subsequently became much less active.

The higher cost of production resulted in the withdrawal of at least one large Buffalo mill while others were offering very sparingly and practically no offers came from the Northwest or from Canada. Most of the southwestern mills, however, continued to offer at higher prices. Prices are now \$4.50 to \$5 higher than those current a month ago, but after paying advances of \$2 to \$2.50, buyers withdrew almost entirely. Corn goods became very scarce, with very few mills offering, and especially producers of yellow hominy. As a consequence the latter can be quoted only nominally at \$47.50@48, while white hominy can be bought at the inside price, which is an increase of \$6 over the price quoted a month ago. At the same time, demand has been as slow as usual at this season.

Linseed oil meal quotations show a further advance of \$4.25 to \$4.75, owing to the continued good export demand for cake. Demand has been of the single carlot variety as customary during mid-summer. Producers of cotton seed oil meal reported a fairly good southern demand, but buying in this territory was even less active than formerly, especially after prices were advanced \$3 to \$3.50.

New crop feed for October, November and December shipment continued to rule at a premium of \$1.50, and the higher prices checked the buying for future deliveries which had been noted last month. The market is still bare of offers of domestic beet pulp, both old and new. There is only a little old imported pulp here and in spite of the slow demand it is still held at \$46, duty-paid f. o. b. cars. A fair trade is reported in new crop foreign pulp for fall shipment at \$44 to \$45, according to quality.

## HAY MARKETS SLIGHTLY EASIER

Hay markets weakened slightly during the week ending August 8, with pasture conditions improved by recent rains and an easier situation in feed grains, states the weekly hay market review of the United States Bureau of Agricultural Economics. Harvesting of Alfalfa is making rapid progress and late cuttings are showing better quality and yield than early cuttings in many central areas. Harvesting of wild hays continues in southern areas. The second cutting of Johnson hay is well under way in Texas with quality above average.

Eastern Timothy markets declined slightly with rather dull demand, and arrival generally of unsatisfactory quality. Offerings at Boston were light but demand was slow and very little top grade hay was offered. Light receipts at New York were about equal to current needs and accumulations were being reduced. Prices advanced around \$1 per ton over last week's close with offerings of top grade hay in scant supply. The Cincinnati market was very quiet with light demand confined principally to old hay or cool, sweet hay from the new crop. Most of the arrivals at this point were offerings from the stacks and showing some weather damage, and farmers were showing little inclination to market hay from barns at present prices. Southern shipping demand at this market was very dull. Receipts at Chicago were fairly liberal during the early part of week but fell off sharply toward the close. Most of the offerings were of medium to low grades, which were draggy. Top grades of straight Timothy or Timothy-Clover mixtures were moving readily but offerings of other types were in slow demand.

The St. Louis market was dull with buyers re-

luctant to take offerings of unsatisfactory quality. Receipts were mostly No. 2 or lower. Little demand for hay was in evidence at southern markets and buyers were taking only small lots.

Alfalfa markets were practically steady. Receipts at Kansas City were about normal consisting mostly of medium types of hay. Mills were furnishing the principal outlet. Quotations at Omaha were unchanged although inquiry from eastern sections was somewhat improved and a larger movement from the new crop appeared in prospect. Very little Alfalfa was being received at Minneapolis, and demand was dull. The supply of first cutting Alfalfa in Colorado is reported to be the heaviest in recent years with the second cutting now ready to harvest. Movement and sales of hay, however, are reported to be unusually light. Alfalfa prices at San Antonio strengthened slightly with light offerings. The Alfalfa market at Los Angeles continued firm during the week with prices steady.

Prairie markets were somewhat irregular with the heavier offerings from the new crop. Receipts at Kansas City were increased and some improvement in the quality of offerings was noted. Weather conditions have been favorable to harvesting and curing and the harvest in Oklahoma is about three-fourths completed and about half finished in Kansas. Yields are reported to be somewhat above average while Texas Prairie is reported of good quality and color.

## MEMPHIS FEED REPORT

Evening-up operations advanced both meal and seed a little Monday, August 5, on the Memphis (Tenn.) feed futures market, but some reaction was had Tuesday, and the market drifted on Wednesday, opening unchanged early Thursday, but on publication of the Government crop estimate of 15,543,000, which was above average expectations, values crumbled. New crop seed sold down to \$37, while the fall deliveries of meal worked a little under \$36.75.

At these levels, buyers were more numerous, and the market closed Thursday a little above the lows, reacting on Friday, and closed (August 10) Saturday's uninteresting session only 50 cents above the lows on an average. New crop cottonseed is moving in a small way in the southern-eastern belt, on about the basis of the options delivered mill points, but mill selling of products is very limited, and it is possible that the actual will not come out in volume until late this month, but trade buying at the decline has withdrawn to a considerable extent, even the prices now are admittedly on a reasonable level.

Exchange members bidding the country for new crop cottonseed, are finding offerings scarce, but some little tonnage of after-planting seed has been purchased on a basis of the options, and hedged in the board. Some of these seed, on arrival at Memphis, and on Merchants Exchange final settlements, have tested considerably above the base grade of 19 per cent of oil, and one car originating in the central hill section of Mississippi, shows a premium allowance of about \$1.90 per ton. Memphis mills, however, have not been buyers of spot seed and some tonnage, on arrival at Memphis, has been diverted to outside crushing interests. Cottonseed of deliverable grade and analysis, will gross very close to \$47 per ton.

The decline in cottonseed has not developed any general buying, but on the other hand, mill selling at the higher prices, has been limited, and on the decline, offerings have been extremely limited, and it is recalled that the mills were not free sellers last year, until very close to the first of September, and in fact, until seed actually was moving in a large section of the belt. A growing crop of better than 15,500,000 bales, together with a carry-over, indicated of above 100,000 tons, assures an ample supply of cottonseed meal for the present season, and prices would probably work considerably lower on any weakness in the general feed situation. Other concentrates, however, at this time, are higher, and cottonseed meal per unit of protein, looks cheap, and will probably be absorbed by feed manufacturers.

## NEW FEED BRANDS

"UNICORN" for dairy feed, poultry feed, pig feed, and horse feed. Chapin & Company, Chicago, Ill. Filed May 17, 1929. Serial No. 284,165. Published July 2, 1929. Claims use since May 26, 1908.

"BOMIN" for feed for cattle, sheep, swine, and poultry. Swift & Company, Chicago, Ill. Filed May 21, 1929. Serial No. 284,427. Published July 2, 1929. Claims use since April 17, 1929.

"D & G"—Practical feeds for practical feeders—for poultry feeds, namely scratch feed, developing scratch chick feed, laying mash, growing mash, chick starter, fattening mash, pigeon feed, dairy feeds, horse feeds, and hog and stock feeds. Dietrich & Gambrill, Inc., Frederick, Md. Filed March 7, 1929. Serial No. 280,384. Published July 2, 1929. Claims use since July 1, 1927.

"FINEALFA MEAL" for stock and poultry feeds. San Francisco Milling Company, San Francisco, Calif. Filed April 19, 1929. Serial No. 282,681. Published July 2, 1929. Claims use since December 30, 1928.

"M M M" for milk-maker mixture, balanced dairy feed, and poultry feeds. The Sherman Oil Mill,



Sherman, Texas. Filed March 17, 1928. Serial No. 263,350. Published July 23, 1929. Used since 1906.

"M M M"—Make More Money—for milk-maker mixture, balanced dairy feed, and poultry feeds. The Sherman Oil Mill, Sherman, Texas. Filed March 17, 1925. Serial No. 263,351. Published July 23, 1929. Claims use since 1906.

"CORNELLO MINERALS" for mineral meals in bulk and mineral blocks for cattle. The International Mineral Meal Company, Delhi, N. Y. Filed April 27, 1929. Serial No. 283,122. Published July 23, 1929. Claims use since April 8, 1929.

"FARMER BOY" for stock feeds, poultry feeds, horse and mule feeds. Burrus Mill & Elevator Company, Fort Worth, Texas. Filed May 20, 1929. Serial No. 284,288. Published July 30, 1929. Claims use since April 22, 1929.

## Trademarks Registered

258,207. Hen feed, chick starting feed, chick growing feed, poultry fattening feed, pigeon feed, hog feed, and dairy feed. Lipscomb Grain & Seed Company, Springfield, Mo. Filed January 18, 1929. Serial No. 278,132. Published April 23, 1929. Registered July 2, 1929.

258,212. Stock Feeds. Bloomington Milling Company, Bloomington, Ill. Filed January 5, 1929. Serial No. 277,611. Published April 16, 1929. Registered July 2, 1929.

258,213. Livestock Feed. Ames Reliable Products Company, Ames, Iowa. Filed January 5, 1929. Serial No. 277,609. Published April 16, 1929. Registered July 2, 1929.

258,214. Dog Biscuit. Louis Haller, Cincinnati, Ohio. Filed January 4, 1929. Serial No. 277,582. Published April 16, 1929. Registered July 2, 1929.

258,894. Dog Biscuits. Vita Food Products Company, Los Angeles, Calif. Filed March 26, 1929. Serial No. 281,384. Published May 7, 1929. Registered July 16, 1929.

258,287. Poultry feed, hog feed, horse and mule feed, and calf and cattle feed. Famo Feed Milling Company, St. Joseph, Mo. Filed March 11, 1929. Serial No. 280,544. Published April 23, 1929. Registered July 2, 1929.

258,951. Dairy Feed. Montana Flour Mills Company, Great Falls, Mont. Filed March 2, 1929. Serial No. 280,187. Published April 30, 1929. Registered July 16, 1929.

259,276. Dairy feed, laying mash, stock feed, sugared stock feed, mixed feed, scratch feed, horse feed, chick starter, chick grain, intermediate chick feed, growing feed, hog feed, and other products. The Yantic Grain & Products Company, Norwich, Conn. Filed April 9, 1929. Serial No. 282,160. Published May 21, 1929. Registered July 30, 1929.

259,281. Dog, cat, and pup food. The Kippy Dog Food Company, Inc., Denver, Colo. Filed April 1, 1929. Serial No. 281,671. Published May 14, 1929. Registered July 30, 1929.

259,283. Poultry and stock food. Dawe's Dry Milk Company, Denver, Colo. Filed April 1, 1929. Serial No. 281,654. Published May 21, 1929. Registered July 30, 1929.

## Trademarks Renewed

75,059. Stock food. The Quaker Oats Company, Chicago, Ill. Registered August 31, 1909. Renewed August 31, 1929 to the Quaker Oats Company, Chicago, Ill., a corporation of New Jersey. Registered July 30, 1929.



## THE GRAIN MARKET SITUATION

By G. A. COLLIER

Grain, Hay and Feed Market News Service Bureau  
of Agricultural Economics  
U. S. Department of Agriculture

The rapid advance which characterized grain markets during the early part of July has apparently been checked and although early price advances have not been fully offset by recent declines, quotations at the close of the month showed only moderate increases over those of a month ago. Hot, dry weather over large areas of Canada and the Northwest continues to lower crop prospects, but the probable damage has already been largely discounted and buyers are apparently somewhat inclined to await more definite information as to actual outturn before following further increases. Corn crops, which were deteriorating because hot winds and dry weather had caused firing in important producing areas, were somewhat improved by recent rains. Harvesting of small grains continues to advance northward under generally favorable conditions although the quality of the grain is somewhat irregular.

The world supply of bread grains for the coming season will probably show a material reduction from the generally good harvest of last year, although conditions are now changing rapidly and with data lacking for many important areas it is much too early for a definite measure of the final outturn. Both official and trade advices from Canada suggest further deterioration in the Canadian wheat crop and the official report of August 10 suggests an outturn about 250,000,000 bushels under the final estimate of 1928. Conditions in Europe have been generally favorable with the exception of local areas, particularly in the countries of the Lower Danube where winter killing was unusually severe. Estimates of the outturn in this territory indicate a reduction of around 80,000,000 bushels from the abundant harvest of last year, but this reduction is partially offset by stocks of old grain held over, which are reported to be much heavier than usual. New crop grain is being freely offered from these areas and trade estimates place the surplus at 40,000,000 bushels. In the larger producing Mediterranean countries harvests above last year are reported. Official estimates for Spain and Italy show a combined production 27,000,000 bushels greater than in 1928 while trade reports from France suggest an increase of around 23,000,000 bushels. In addition to the probable increase in the crop of France, stocks of old wheat on hand are said to be considerably above normal. Condition reports for northwestern European countries have been generally favorable, although local damage in some areas has recently been reported as a result of the hot, dry weather, which has caused premature ripening of the grain.

The domestic supply of breadgrains for the coming year may not differ greatly from that of a year ago. The reduction of 128,000,000 bushels in the total domestic wheat crop indicated in the official report of August 9, is partially offset by the larger carryover of old crop grain, which was 110,000,000 bushels greater than last year. Stocks of wheat in merchant mills at the first of July were placed at 48,000,000 bushels as against stocks of 32,000,000 bushels in 1928. This increase in commercial mill stocks, together with larger amounts on hand in country mills and elevators, on farms and in the commercial stocks in principal markets, brings the total carryover in these positions up to 224,000,000 bushels as against 114,000,000 bushels last year, and is the largest carryover for which records are available. Notwithstanding that supplies of domestic grain for the last crop year totaled over 1,000,000,000 bushels of grain, imports of wheat which were mostly for milling in bond for export, were a little more than 21,400,000 bushels, or the largest of any year since the wheat tariff was increased in 1922. Exports of wheat as grain totaled only a little more than 103,000,000 bushels, or 40,000,000 bushels less than in the preceding year, while exports of flour in terms of grain were only around 60,000,000 bushels, or practically the same as those of last season.

The market influence of the reduced world sup-

plies of wheat for the current season, however, may be to some extent offset by other factors. Recent increases in the import duties of several important importing countries of Europe, including France, Italy and Germany may tend to restrict takings of foreign wheat as may also the revision of milling regulations which require a larger proportion of native grain to be used in milling mixtures. The quality of the grain harvested will also be an important factor. During the past two seasons there have been large amounts of low quality wheat, which has been used to supplement the shortage of feed grains in livestock rations. The Canadian crop has not been up to the normal quality since the harvest of 1923 and relatively large quantities of feed wheat have been included in the overseas shipments from Canada.

In many of the European countries the disappearance of wheat was unusually large last season as a result of the substitution of wheat for feed grains because of the relatively low price level rather than because of low quality grain. Taking prices of native grain in Hungary, which is one of the large surplus producing countries, for example, the price of native corn declined from \$2.36 per 100 pounds in June, 1928, to \$2.11 in December of the same year; barley prices were reduced from \$2.25 to \$2 per 100 pounds, while wheat prices declined from \$2.57 to \$1.92 per 100 pounds for the same period. Should the higher price level for wheat now prevailing continue and a crop of normal quality be harvested the quantity of wheat used for feed may be materially reduced, thus leaving a larger quantity available for milling for human consumption.

RECENT PRICE DECLINE LARGELY OFFSET  
EARLIER GRAINS

July wheat futures at Chicago gained 5½ cents during the last half of the month, closing on July 31 at 1.43¼ per bushel, and September futures gained 4¾ cents and closed at \$1.47. During the first eight days of August, however, the September futures declined, closing August 8, at \$1.34¾, or only three cents above the quotation on July 15. The October future at Winnipeg gained 10 cents during the last of July but lost 15¼ cents during the first eight days of August, closing August 8 at \$1.55¾. Liverpool October advanced from \$1.47 per bushel on July 15 to \$1.54 July 31, and then declined to \$1.44 on August 8.

Cash wheat markets failed to follow the rapid changes in futures and quotations for cash wheat showed only moderate variations. Prices of Hard Red Spring wheat were relatively firmer than for other classes, largely because of the later movement of the new crop and also because of the less favorable outlook for this crop. No. 1 Dark Northern Spring wheat 12 per cent protein at Minneapolis advanced from \$1.45¼ at the middle of July to \$1.48¼ at the first of August and then declined to \$1.34¼ on August 8. Soft wheat prices held practically steady but quotations for Hard Winter wheat were lowered, with No. 2 Hard Winter 13 per cent protein closing at Kansas City August 8 at \$1.22-1.28 per bushel.

Rye markets fluctuated largely with wheat but showed some independent strength with the relatively small crop in prospect and preliminary threshing returns slightly below earlier expectations. Harvesting of the new crop is making rapid progress and the total outturn is estimated at 41,000,000 bushels. Most of the cutting in Minnesota is completed with yields of 18 to 20 bushels per acre reported but trade advices suggest less favorable outturns in the Dakotas. No. 2 rye was quoted at Minneapolis on August 9 at 99-103 and Rosen quality at \$1.03-1.05 per bushel.

Oats markets have declined with other grains with quotations from five cents to six cents lower than a month ago. Harvesting is well advanced in the northern sections, with threshing practically completed in the Southwest and progressing rapidly in central areas. The crop is forecast at 1,203,000,000 bushels, or 245,000,000 below last year's harvest. Market receipts have continued considerably heavier than a year ago and commercial stocks in the markets are more than 6,000,000 bushels above

those of last year. No. 3 white oats were quoted at Chicago August 8 at 44½-46 cents per bushel and at Minneapolis at 42½-43½ cents per bushel.

## BARLEY MARKETS EASIER

Barley markets were slightly easier during the last half of the month with rather dull export demand and the heavier movement of the new crop. Trade advices indicate that deterioration of the barley crop in the North Central States has been even more serious than that of wheat and preliminary threshing returns show considerable irregularity in the quality of the grain. The outturn is placed at 304,000,000 bushels, or 53,000,000 bushels less than in 1928. Harvesting is well advanced in northwestern areas and country point requirements are being supplied largely from new crop grain. Conditions of the crop in Europe continue generally favorable, except in a few scattered areas where hot, dry weather is prematurely ripening the grain. Harvesting and threshing are progressing rapidly in southern and central Europe and offerings of the new crop barley from the Danubian Countries are liberal. Crop outturns in this area are satisfactory, except in Czechoslovakia where yields are somewhat irregular. The Canadian barley crop has deteriorated rapidly during recent weeks and the outlook in the Argentine is unfavorable.

Receipts continue moderately above those of a year ago but commercial stocks are more than twice as large. Malting demand at Duluth and Minneapolis continues fairly active with maltsters taking all offerings of good quality grain at steady prices. Early cars of barley from South Dakota received at Minneapolis were of unsatisfactory quality or wet, with some apparently harvested by combine. No. 2 Federal barley was quoted at London on August 8 at 83¼ cents per bushel as compared with North African at 81¾ cents and Canadian feed at 89 cents per bushel.

Corn markets weakened with other grains and also reports of good rains in important producing areas where firing had resulted from unusually hot, dry weather. The forecast of the crop at the first of August was 2,741,000,000, or 95,000,000 less than last season. Most of the crop is laid by in the western sections of the corn belt and a large portion is in tassel. Country offerings are small but commercial stocks, which have shown moderate decrease since the first of the month, are still around 2,000,000 bushels above the small stocks of a year ago. Trade advices indicate that moderate quantities of old crop corn are still on farms with farmers inclined to hold supplies until the outturn of the new crop is more definitely known. Shipping sales have been only moderate, reflecting the tendency of the buyers to meet only current needs. Argentine shipments are declining somewhat but European demand continues fairly active. Trade estimates of the surplus still remaining in the Argentine are materially higher than the official estimates and Argentine railroads report liberal arrivals at country stations.

BOND COVERS GROWERS' LOSS IN  
ALLEGED WHEAT FRAUD

Reports that V. C. Sieler, grain dealer of Ritzville, Wash., had absconded after an alleged speculation, are not valid according to the dealer's attorneys. The State Department of Agriculture reports that all warehouses operated by Mr. Sieler are covered by a blanket bond of \$10,000.

Inasmuch as a recent decision of the supreme court in that state holds that each farmer claiming shortage is entitled to recover to the full extent of the blanket bond, and since there is no individual loss with several thousand dollars of the maximum, growers are confident of full settlement. Their claims involve about 50,000 bushels of wheat.

A STRIKE of union flour millers initiated the sympathetic strike of Argentine dock hands which recently tied up South American grain commerce.

AUSTRIA imports about 16,000,000 bushels of wheat and flour (in terms of wheat) annually, of which about one-tenth comes from the United States.



August 15, 1929

## ASSOCIATIONS

### "STANDING ROOM ONLY" AT INDIANA GRAIN DEALERS MEET

About 200 delegates gathered in the assembly room of the Indianapolis Board of Trade Building June 21, to attend the mid-summer meeting of the Indiana Grain Dealers Association. It was by far the largest gathering of the body in several years, and many of the delegates were obliged to stand during the session.

The meeting opened with community singing furnished by the Lipsey Talent. The first song was the old favorite, "In the Good Old Summer Time," and many of the other songs familiar to all were sung before the president called the meeting to order. About 10 o'clock E. E. Elliott, president of the body, called the meeting to order, welcomed the delegates and made the initial address of the meeting.

#### PRESIDENT ELLIOTT'S ADDRESS

Brevity must be extremely exercised in what I shall have to say at this time, in order to comply with our one-day business meeting. This being my first appearance since becoming your president, I desire in a word to express my appreciation for this honor. I do consider it a very great honor to hold such a position in the Indiana grain dealers' organization, and it is my ambition and it will be my endeavor with your assistance, to keep this association in the high esteem it has always enjoyed under my predecessors.



E. E. ELLIOTT

I know of no apology to make for Indiana grain dealers. I know of no apology to make for grain dealers elsewhere. Our business has always been conducted along the best known ethical business lines. We ask no favor and are seeking no preference. We desire to be treated as all other business. We still believe in the old law of supply and demand, and we still believe it to be one of the fundamental elements in determining values, and, unless strictly adhered to, success is endangered and failure is inevitable.

We believe, also, the life of all business existence is assured by its contribution or service rendered for price paid, and so long as the price paid is commensurate with service rendered there should be no fear of the outcome of any business. We have seen the results of an infringed economical commercial law. We have also seen the feeble efforts of enactments to endeavor to save a business that in itself was a hindrance to progress. We have also experienced, like all other business, the efforts of the theorist, the revengeful, the skilled and unskilled competition, multiplication and duplication, of subsidization and donations, and with all this, the same results. And yet, we are not positive in the declaration that there is no better and more economical way of handling grain than our present system. We welcome any honest endeavor based on an unprejudiced and economical business law. We are tired of being footballed by every so-called remedist whose chief aim is a soft job.

We feel a very great degree of confidence in President Hoover's ability to work a satisfactory plan out of the farm relief bill recently enacted, if it is possible to do so. Our confidence goes farther in his selection of the farm board. We believe that the men on whom he will place this gigantic endeavor will be men of broad caliber, good judgment, neither radical or wasteful, and that our business will be safe in their hands. We have grain men in the state of Indiana that would do credit to this position, and to whom the grain dealers can give their undivided support.

I should say that the passage of this act justifies some optimism, although it does not warrant the assumption that farm prices are about to soar. The heavy carryover of wheat and the splendid prospects for a new crop are a burden and will be for some time. Patience should be exercised and prejudice and jealousy kept in the background.

This is a time — this is an opportune time — for

strong and effective organization. No other organization of business men can render such service at this time in this gigantic undertaking than that of the grain dealers of the United States. No people will enter into this great project with less prejudice, and less criticism than the grain dealers, and I would be in favor of pledging anew to the President and the board he shall appoint, the undivided support of the Indiana grain dealers now in session.

After the president's speech, H. L. Gray read the report of the Transportation Committee, which follows.

#### REPORT OF TRANSPORTATION COMMITTEE

Very little news has come up during the last six months. The hazards previously reported, however, are still with us.

The quick movement of cars and slow mail, causing the payment of demurrage on account of delayed order bills of lading, are proving costly to grain shippers.

The notation of "Shippers, Weight, Load and Count" is being placed on the bills of lading but no adverse reports have been received to date.

The "shallow probe" warning looms still before us. We must load cars within two feet of the roof and level them off properly to get final grade established at first destination. A well loaded car with properly blended grain will avoid many losses.

The subject of "weight tolerance" still hangs over us. This is another favor asked of the shippers. Under this caption we are asked to allow a certain amount of weight tolerance in making the adjustment of claims and the amount of freight to be paid at destination. We already have a shrinkage deduction of 1/8 of 1 per cent of the loaded weight from the number of pounds of loss in claims. If this becomes effective on certain claims, unless the loss exceeds the minimum tolerance, we have no basis for claim. Then, too, if the difference in weight at destination does not exceed the minimum tolerance, the billed weight will apply. In other words, you will be paying extra freight on the difference between the loading weight and the out-turn weights, or weights on which you receive returns on your car which, in fact, is an overcharge.

Tolerance has been defined as "The difference due to variation in scale or weighing which may be permitted without correction of the billed weight." A few days ago we were asked for our stand on this question and immediately, insofar as our own authority would go, took the stand against any kind of tolerance whatsoever. We would appreciate a vote of this convention on this issue.

The new emergency export rates on wheat and flour asked for by President Hoover went into effect May 29, and will expire September 30, of this year. These rates apply from all rate break points or from original points of shipment. They do not apply on wheat and flour in store from interior points prior to effective dates. The shipments under this tariff take a special minimum, proof of exportation, as well as special rules of handling. Copies of this tariff may be secured from E. B. Boyd, 517 West Adams, or B. T. Jones, 608 South Dearborn Street, Chicago. We recommend a careful study of this tariff to avoid misunderstanding.

A movement has been on for some time by the railroads for heavier car loading. This would prove a serious handicap to all grain handlers, both buyers and sellers. We do not believe that the promoters of this increase in loading realize the hardship they are placing upon the grain men in this territory.

The minimum capacity of grain has changed from 24,000 pounds to 60,000 pounds. The last increase was made during the war when money was plentiful and became adjusted under favorable conditions. An increase now would be disastrous. It would call for larger storage capacities, more capital to carry the grain longer, more chance of grain getting out of condition and other losses in many ways. The proposed minimum is eighty thousand pounds. If it had not been for the hearty co-operation and quick response of you shippers and the solid stand taken by other allied organizations, the rule would now be in force. The hearing which was to be held in Chicago in May has been postponed and we hope indefinitely. We want to express our appreciation for the fine response which you gave to Secretary Sale's questionnaire and for giving us full information on this question. We gained our point and this only shows the need of standing solidly together on all those things that are so vital to our business.

A. S. McDonald, president of the Grain Dealers National Association, of Boston, Mass., was scheduled to address the meeting, but did not make his appearance. A. E. Reynolds, of Crawfordsville, Ind., who has "done everything but preach a funeral service," according to his own statement, addressed the meeting and chose for his topic, "What's the Matter?"

#### WHAT'S THE MATTER

Maybe I don't know all that is the matter. In fact, I am quite ready to concede that I do not. The public is prone to complain about conditions but rarely seeks out causes. I shall try to show some of the causes for what is the matter.

It must be apparent that I am referring to the real live subject of farm depression. No one can successfully deny that farming and other business enterprises most closely related to farming, are much below par and not even in a remote degree enjoying the boasted prosperity of the general business of the country. Next to dirt farming itself, the most keenly affected industry is the grain business. In recent years millions of capital and unlimited energies engaged in grain business have brought little or no reward. I now revert to my opening remark—what's the matter?

As President Hoover has aptly said, the farm problem is not just a problem but a multitude of problems. Nearly every economic condition now existing can be traced back to the World War. In general the farm problem can be so traced; I think, however, that some of the causes of the present farm condition can be traced to the 10-year period preceding the war.

About 15 or 16 years ago in addressing the grain dealers' convention in Omaha, I said that the grain industry at that time was handling crops in the aggregate of four to five billions of bushels with fair export demands and predicted that within the next 20 years it must be prepared to handle crops of from six to seven billions of bushels with possibly little or no export demand. James J. Hill, the great railroad magnate of St. Paul, the same day came out in a startling interview in which he said that the American people were facing a great food problem; he further said that consumption was rapidly overtaking production and that something must be done to increase grain production to avoid a food famine. As against my puny prediction of great increase in grain production and lack of export, Mr. Hill's prophecy was startling. Mr. Hill has long since passed to the Great Beyond without experiencing the fulfillment of his prophecy. The seven billion production has become a fact and the American people find themselves confronted with too much grain rather than a famine.

This brings me to one thing that is said to be the matter—overproduction. We know that production was overstimulated during the war. We also know that production has been greatly increased by improved machinery and methods. But from whatever causes, we know there is more grain constantly offered for sale than can be sold at high prices. In other words, grain prices are now at the mercy of the consumer. It is commonly argued that the farmer has nothing to say as to the prices he gets for his grain. That is equally true of all handlers of grain. When there are more sellers than buyers, the buyer actually controls the price.

The increase in grain production within the past 20 years is easily explained. The Federal Government and the individual states have all waged vigorous campaigns to increase production through introduction of scientific methods of farming. Improved machinery has also played a conspicuous part. The great increase in production was just what was eagerly sought and confidently expected. In many cases grain is now being produced by the farmer at a loss or at least at no profit. It is hard to understand why he keeps increasing that production, and yet it must be remembered that he has had every public agency encouraging him to do so and that in most cases there is nothing else he can do with his land.

This great increase in production has come about in spite of the fact that during the past 20 years the rural population has decreased by more than five millions. In 1910 about 33 1/3 per cent of our people lived on farms—now less than 25 per cent live there.

Now if increased production has come about from purely natural and accountable causes, there are no mysteries about that side of the problem. But why too much grain? It is quite clear that there is a lack of consumption. During the overstimulated production and unprecedented consumption in war times, the American people voted the Eighteenth Amendment and Congress passed the Volstead Act. Both of these measures were almost unanimously supported by the farmers. These two causes reduced the consumption of grains more than 700,000,000 millions of bushels beside the enormous decrease in consumption of various other kinds of products that formerly went into the manufacture of malt, spirituous and vinous liquors. I am not concerned here with the moral or ethical side of that great question. Too much is daily being said and experienced on that side of the dry question. I am dealing with the economic side as it has affected the grain consumption and as it affects the farmer. It is said that the loss of public revenue and cost of enforcement amounts to \$936,000,000 annually. The farmer and grain industry somewhere in the eternal fitness of things must bear their share of this loss. If the farmer in voting the Eighteenth Amendment has voted himself out of the market for 700,000,000 of bushels of grain and untold quantities of other farm products and has caused him to assume his proportion of a billion dollars of lost revenue and cost of enforcement, he should realize that he is in a measure to blame for the condition which these changes have brought about.

The second great loss in consumption of grain can be traced to the automobile and truck. Who, 30 years ago, could have written a true prophecy of the romance of gasoline power applied to industry? Jules Verne in his "Twenty Thousand Leagues Under the Sea" provisioned the "U" boat, and Darius Green, when he jumped from the top of the barn with his wooden wings, had a faint vision of the flying machine, but no one in past days has written an appropriate epitaph of the vanishing horse nor portrayed in the slightest degree the advent of gasoline power. The rapidly vanishing horse and the advent of the power king gasoline, have left the American grain industry with more than a billion bushels of grain without a profitable market, to say nothing of the vast increase in production made possible by the use of gas power.

While the Eighteenth Amendment, the Volstead Act and gasoline were all conspiring to defeat J. J. Hill's prophecy of famine, another influence of minor importance came along—the get thin and keep thin craze struck our people, particularly our women. Sylph-like women have decreased wheat consumption by a paltry 120,000,000 bushels—a matter of minor consequence except to the men who admire fat women.

While these causes were and are working disaster to our consumptive demand, our export situation is yearly growing worse and worse. As the foreign countries recover more and more from the devastating effects of the war, they are turning with renewed efforts to the production problem and ere long many of them may become exporters of grains rather than importers.

While all of these causes are conspiring to reduce consumptive demand for grains, the Government and states through all known instrumentalities are striving to increase production and our national conservation department is urging more dams and swamp land drainage.

If our consumptive demand for grain has been reduced 700,000,000 bushels by the dry movement and one billion by gasoline, and over 100,000,000 by the slender woman movement, or 1,800,000,000 altogether, it is quite easy to see that 25 per cent of our consumptive demand has been lost. Beside our export demand is daily becoming more uncertain. In face of all this, it is not at all difficult to see what's the matter.

I have tried to give you incontrovertible facts as to some of the things that are the matter. We all know of more. What we are mostly interested in is what can be done about it. Here we all become dumb and our tongues cleave to the roofs of our mouths. It is a free for all say and I will give a few of my own puny ideas.

Our Government should desist from all reclamation of arid or swamp lands for a period of at least 50 years. Let posterity benefit from some of the wealth buried in the sun-kissed sands of the desert and the waterlogged dismal swamps.



I would favor a strict control of acreage to be planted in various grains. To do this will require long years of experiment and study but it can be done and it cannot be done too quickly to meet the dire emergency in the near offing.

If a way can be found to shorten and cheapen the route from the farm to the table of the consumer, I am for that way. There seems to be a great disparity between farm prices and consumer's prices, yet I seriously doubt the possibility of diminishing that disparity. On the other hand, I have reached the conclusion that high-priced labor and other aristocrats of our population are not paying enough for their food in the raw state. It will require strong measures to force them to pay more as long as there is overproduction and the markets at the mercy of the buyer.

I haven't space nor time here to go into my ideas of how production and handling of food supplies can be controlled, but I believe it can and will be done. All other human necessities are few and trivial when compared with our food supplies from which we must draw our three meals a day.

I have never favored the Government going into business, but I am fast arriving at the conclusion that the Government is as much justified in going into farming and grain controlling business as it has in steel and other manufacturing business through the subterfuge of the tariff. I can't see the fairness of labor drawing \$13 to \$14 a day of eight hours, five day weeks, in manufacturing things for the farmer to buy at correspondingly high prices and while doing so, subsist on food supplied by the farmer working for two or three dollars per day of 12 to 14 hours, six day weeks, and oftentimes for nothing.

I have always been a hide-bound, rock-ribbed Republican but I am losing faith in a tariff medicine that makes coddled overfed idlers out of 76 per cent of our people and underpaid peasants out of the other 24 per cent. I have been charged of being an unnecessary middleman, hence belong to the 76 per cent, but I am constrained to say that my business as a grain handler has been as adversely affected as dirt farming itself.

With the very best of good intention, President Hoover called a special session of Congress to deal with the farm problems through tariff and special farm legislation. Great progress has been made in carrying out these objects. Whether the results will greatly benefit the farm and grain situation remains to be seen. Personally I am making no forecasts. I have great hopes for the final working out of the stabilizing feature of the Bill.

One thing is quite certain—a law has been passed. The almost endless discussion on the farm relief bill has at last been translated into action. It is hard to conceive that eight men, such as the President will appoint on the farm board, working toward one end and with \$500,000,000 of public money to aid them in accomplishing their aim, will not be able to do some good for the farmer.

Many changes may have to be made in the law. These will doubtless be recommended by the high-class Board which the President will appoint. A step forward has been made and all loyal citizens should give their earnest support to the Farm Board in helping it work out a solution of the vexing problem. I bespeak the earnest co-operation of the grain trade in helping along the great cause. We may not be adversely affected as it at first seemed. The Board will need the advice and help of experienced grain men who have brought the industry up to its present high state.

I see nothing in the proposed Tariff Bill to enable the farmer to buy what he requires cheaper. I do see in it a 25 to 50 per cent advance in import duty on some articles which are wholly used by farmers. I see in it chances for some manufacturers to advance prices on their products, which may soon become necessary to meet the insatiable demands of labor.

The discussion period, preceding the buffet luncheon in the Trading Room, was given over to representatives from other markets.

D. J. Schuh, of the Cincinnati Board of Trade, congratulated the members of the gathering for their loyal support and excellent attendance. He spoke of the tariff measures being brought into effect, and praised the transportation committee for their excellent service rendered the association.

J. A. Gidel, of Pittsburgh, spoke of the grain business as it used to be, and the effect the motor vehicle had upon the hay business. "Network of good roads, in all sections of the country has affected the handling of grain and hay." Overproduction of farm products brought about by rapid transportation methods, and truck delivery direct to consuming centers was another subject discussed by Mr. Gidel.

H. E. Eldert, of Baltimore, Md., agreed with Mr. Gidel, and said that his city was facing the same problems as Pittsburgh. "With the motor truck replacing the horse, the demand for hay and feed has dropped out of sight," said Mr. Eldert. In closing, he praised the large attendance, and congratulated the body on their splendid mid-summer meeting.

W. L. Ingalls, supervisor of grain inspection, from Cincinnati, Ohio, advised shippers to get their moisture testers in order, and told them to be on the lookout for grain with an excess moisture content, due to the wet weather this section of the country has been having.

The next order of business was the appointment of the resolutions committee, which was composed of E. Butler, Charles S. Clark, and O. L. Barr. Their report is given below.

Lew Hill, of the Lew Hill Grain Company, invited the delegates to adjourn to the trading floor, where an excellent lunch was served by the grain trade of the Indianapolis Board of Trade. It is needless to say that the service was beyond question, and it was evident that the past experience of Mr. Hill was partly responsible for the food being prepared to perfection. This concluded the morning session.

The afternoon session was called to order at

1:15 sharp, and the usual community singing preceded the speech of C. B. Jenkins, manager of the Noblesville Milling Company, Noblesville, Ind., who spoke on the "Signs of the Times." The need of the individual grain dealer and mill operator to build up his business from a standpoint of service to his individual community was stressed by Mr. Jenkins. "Grain men have had trouble from the beginning of history," said Mr. Jenkins, who advocated closer attention to business, which would ultimately lead to success. Another point stressed by Mr. Jenkins was "faith"; too many men in business have lost faith and advised the members to have faith. In closing, he reminded the delegates that no institution rises higher than the man at the head of it.

The principal address of the afternoon meeting was by Fred S. Purnell, of Attica, representative in the congress from the ninth district in Indiana. He spoke on "The New Farm Relief Bill," dealing with the aspects of the new national legislation as related to mill operators.

Mr. Purnell spoke of the new measure as one in an experimental stage, and told the gathering that if it did prove injurious to the grain trade it would be amended, as there were men in the grain business in Indiana who were able and capable of meeting the situation. He also told the delegates that the government did not intend to try and put the grain men out of business, as they represented the highest type of American citizens. He also said that the nation was dealing with the greatest business in the country—agriculture. He further stated that the problem was not sectional or political, but national, and congress had determined to give producers that bargaining power which they did not have.

Elmer Hutchinson, of the Crop Improvement Committee, reviewed the first meeting of the committee, and praised the co-operation from the Central Wheat Growers Association, the Farm Bureau, and the Corn Growers Association. He requested the millers and grain dealers of the state to do their bit, and get Indiana back into the Soft wheat column.

The next order of business was the report from the resolutions committee.

## REPORT OF THE CONVENTION'S RESOLUTIONS COMMITTEE

WHEREAS our association is about to hold a series of local or group meetings to familiarize operators of country elevators with the correct grading of grain and with safer methods of marketing grain we

RESOLVE that every elevator operator be urged to attend each meeting of his section and bring his competitors to the end that all may have a clearer understanding of the new problems confronting the grain handlers, and be it further

RESOLVED that we beseech every member to take an active interest in securing a large attendance at the local meetings of his section and in promoting the move of general adoption of better methods and safe practices.

WHEREAS many wheat growers have continued the production of Purkoff and Michikoff wheats, which the millers have always discounted most liberally, be it

RESOLVED that we commend the officers of Purdue Experiment Station for withdrawing the support of the Station from Purkoff wheat and directing its investigations toward the development of a soft wheat acceptable to our millers, and be it further

RESOLVED that we urge our members to exercise extra vigilance against buying these varieties without the discount prevailing in the central markets.

WHEREAS our Crop Improvement Committee has given much time and labor to encourage and bring about the development of varieties of grains best suited to Indiana climate, and soil, be it

RESOLVED that we give our earnest working committee a sincere vote of thanks and beg that it will keep up the good work until all our grain growers are assured of crops which will command the highest prices in all markets.

WHEREAS the examiners of the Interstate Commerce Commission have recommended increases in freight rates which would greatly reduce the net returns to the grain growers of our state, be it

RESOLVED that we protest to the commission and to our representatives in Congress against any increase in freight rates which will serve only to multiply the difficulties of the grain growers.

WHEREAS some of the trunk lines in Central Freight Association territory have persistently sought to abandon the use of 50,000 or 60,000-capacity cars in hope of forcing shippers to use 80,000-capacity cars, which would delay the shipment of much grain until it heats or the market declines and at the same time force the small distributors of the Atlantic coast states to buy in larger quantities, thus making it necessary for them to provide larger storage room and invest larger capital, be it

RESOLVED, we protest against the enforced use of larger cars or refusal of the trunk lines to supply 60,000-capacity cars when wanted.

There having been passed on Congress and signed by our President, a farm relief bill, we again reiterate the pledge of this association heretofore given of its earnest support of all legislation looking to the betterment of agriculture. We do pledge this convention and the entire membership of the Grain Dealers Association of Indiana a loyal support of the law and every endeavor necessary to make it workable.

We are again called to mourn the passing of two members of our association. Mr. Lewis Steifel, of the firm of Stiefel & Levy died April 27, 1929 at the age of 67 years.

Mr. John P. Sims, of Frankfort, a retired grain dealer, died on March 30, 1929, at the age of 70 years. Therefore be it

RESOLVED that this convention extend the families of the deceased and their business associates our heartfelt sympathy in the passing of these two esteemed gentlemen.

BE IT RESOLVED that a vote of thanks be extended to the Indianapolis Board of Trade for furnishing the facilities for holding this convention, and the grain men of the Indianapolis market for the very excellent noon luncheon served on the trading floor

of the exchange; also the several speakers for their splendid contribution to the success of this meeting.

After the report was read by O. L. Barr, of Bicknell, Ind., the meeting was open for discussion.

Fred K. Sale, the new secretary of the Indiana Grain Dealers Association, announced the group meetings to be resumed as part of the association work. Mr. Sale told of 13 additional stations, and that eight new members had been added since the first of January.

After some brief discussions the meeting adjourned.

## NEW YORK DEALERS TO MEET

The annual meeting of the New York State Hay and Grain Dealers' Association will be held at the Hotel Onondago, Syracuse, N. Y., August 15 and 16.

## OUTLOOK REPORT NEXT MONTH

The intentions-to-plant report of fall sowings of grain will be gathered by the Federal Crop Reporting Board as of August 15 instead of August 1 as heretofore. This information will be released on September 1 at 3 p. m., eastern standard time. This report of the intended acreages which farmers are planning, is used by the Bureau of Agricultural Economics in the preparation of the "outlook" report for fall and winter grain.

The latter report will be released on Thursday, September 5.

## OHIO GRAIN MEN TO PICNIC IN CANADA

W. W. Cummings, secretary-treasurer of the Ohio Grain Dealers Association, announces that Friday, August 30, is the day of the Ohio grain dealers' outing and family picnic. The place is Kingsville, Ont. They will go on the palatial steamer *Greyhound* of the Red Star Lines leaving Toledo, foot of Madison Avenue, at 10:00 a. m.

"The fare is \$2 for adults and \$1 for children between 8 and 14 years," announces Mr. Cummings. "Take a day off and get the old wheat and oats dust out of your system by a trip across Lake Erie to Canada. Pack the picnic basket and the kiddies in the car and get here early to avoid the rush.

"Free dancing while sailing over the blue waters of Lake Erie to music furnished by Kalt's famous broadcasting orchestra.

"At Kingsville, the beautiful Gypsy Camp, the Garden Lounge, Grove Dale picnic grounds where the basket mother filled may be enjoyed. For those who wish, lunches and meals may be had on board steamer.

"After lunch automobiles will be ready to take the ladies and children to Jack Minor's wild game sanctuary."

## NICARAGUA COMPETS WITH U. S. IN ISLAND CORN TRADE

Although corn is one of the principal food requirements of the people of Salvador, especially of the poorer classes, the domestic production is not sufficient to meet the demand, according to a report from the American consul, A. E. Carleton. Every year considerable quantities are imported chiefly from the United States and Nicaragua, and already this year 1,500 sacks have been purchased in Nicaragua and 900 sacks in San Francisco, and it is understood that further large purchases are to be made. These are to be free of customs and consular fees. The extent of the purchases by the several firms in San Salvador who have contracts with the government for the purchase of corn is altogether unknown, since the loss from locusts has not been accurately determined.

## HAINES MIXERS INSTALLED

The Grain Machinery Company of Marion, Ohio, has recently installed Haines Feed Mixers in the following plants:

F. J. Krob & Co., Ely, Iowa, No. 3 Motor; Central Feed & Produce Company, Kirkwood, Ill., No. 3 Motor; A. Deeds & Son, Lancaster, Ohio, No. 1 Belt; B & M Poultry Supply, Columbiana, Ohio, No. 1 Motor; William S. Vroom, Somerville, N. J., No. 3 Belt; City Mills & Elevator Company, Winchester, Ind., No. 3 Belt; Murphy Products Company, Burlington, Wis., No. 3 Belt; Lucas Milling Company, Lucas, Ohio, No. 1 Belt; Biglerville Warehouse Company, Biglerville, Pa., No. 1 Belt; Truby Grain Feed & Coal Company, Joliet, Ill., No. 1 Belt; S. W. McCrockin, Flemington, Mo., No. 1 Belt; Hansen Feed Mill, Greenfield, Iowa, No. 1 Belt; Russell R. French, Findlay, Ohio, No. 1 Belt; Fred L. Sickman, Lancaster, Pa., No. 1 Belt; Charles Mann Company, Mayville, Wis., No. 3 Belt; Clark Mills Flouring Company, Inc., Clark Mills, Wis., No. 1 Belt; Weidlocher & Sons Company, Inc., Springfield, Ill., No. 1 Motor.





## EASTERN

The Butman Grain & Feed Company of Lynn, Mass., has been incorporated with a capital of 5,000 shares of common stock. Henry J. Atwell is president.

The plant of the old Churchill Grain & Feed Company at Buffalo, N. Y., is being offered for sale. The Moffat Flour & Feed Company lately occupied it.

The Gateway Milling Association, Inc., of Buffalo, N. Y., has been incorporated to operate elevators. Directors are William S. Farrington, Frank D. Wilson, and Walter S. Mahoney.

Contract for a reinforced concrete building, to be used as boiler house and drying and cleaning room, has been let by the Producers Warehouse & Elevator Company, Inc., Buffalo, N. Y.

The Kellogg Grain & Elevator Corporation of Buffalo, N. Y., capitalized at \$100,000, has been granted a charter. Stockholders are Howard Kellogg, Godfrey Morgan, and James L. Wickstead.

A \$5,000,000 merger was effected recently, with the consolidation of the grain and produce firms of Dailey Bros., Inc., Rochester, N. Y., and George W. Haxton & Son, Oakfield, N. Y. The combined business will operate at Oakfield under the name of George W. Haxton & Son.

To satisfy a judgment in a mortgage foreclosure, the properties of the Superior Elevator Company, Buffalo, N. Y., will be sold at public auction, August 30. The elevator has a capacity of 2,500,000 bushels and is located on the water front and the Buffalo Creek Railroad. Justice Clarence McGregor confirmed the referee's report that the company is in default \$251,449 plus procedure fees of \$5,000.

## INDIANA

The Guild Grain Company has installed a truck and wagon dump in its plant at Fairland.

Stockholders of the Vigo Grain Company, of Terre Haute, are planning to dispose of the properties.

M. D. Guild has bought the interest of H. J. Nading in the Morristown (Ind.) Elevator Company.

The United Grain & Supply Company of Swayzee has filed papers for final dissolution of the company.

The Worthington (Ind.) Grain Company is now occupying its new addition at Bloomfield. Harry Landis is in charge.

The Kerlin Elevator Company has added to the equipment of its new plant at Sullivan, a wagon and truck dump.

A truck dump has been installed in the elevator of the Goodland Grain Company at Percy Junction (Goodland p. o.).

The Swayzee (Ind.) Grain Company is operating its new elevator. This house replaces the one recently destroyed by fire.

The Middlebury (Ind.) Grain Company has improved its plant with a truck dump, corn sheller, hammer mill feeder, and other equipment.

The Mutual Grain Company of Warsaw, which has been operating two elevators at Servia for the past 13 years, has recently purchased a grain elevator at Urbana.

The Cauble Grain Company has taken over the flour mill and feed business of O. L. Cauble at Salem. E. W. Cauble, a brother of O. L. Cauble, will be in charge.

The Home Builders Supply Company is remodeling the Grant elevator at Lebanon which it recently bought from the trustees of the Grant Elevator Company for \$5,000.

Additional equipment recently installed in the Kiefer Grain & Supply Company's plant at Elwood consists of a new dump and scale. A new office building is being built.

The Co-operative Elevator Company has leased the Starr Elevator at Winamac which has been in operation for 31 years. George and John Starr opened the house in 1898.

The grain elevator in process of construction at Gilman (Alexandria p. o.) for the Goodrich interests will be completed in time to receive the new crop. Machinery is now being installed. Hoy King, of Anderson, will be manager.

The William Nading Grain Company has purchased the Otto Wagoner & Son Grain & Elevator

Company at Waldron. No change will be made in operation, and both the Wagoner and the Nading grain elevators in Waldron will continue for the present. Otto Wagoner plans to retire.

The Coles Elevator Company has installed a new 35-horsepower motor to operate its elevator at Swayzee and to crack corn. A motor is also being connected to the feed grinder.

The elevator at Roann, formerly owned by Kinzie Bros., has been purchased by the Mayer Grain Company which operates a chain of eight elevators in Wabash and adjoining counties. A new storeroom and loading platform will be constructed. C. C. Hensler will be in charge.

## MINNESOTA AND WISCONSIN

The Kearns Elevator Company has sold its house at Browerville, Minn.

H. C. Christopherson has leased the C. D. Orr elevator at Northfield, Minn.

Emil Anderson is building a 40 by 36 foot addition to his elevator and warehouse at Backus, Minn.

The Capital stock of the Farmers Elevator Company at Jackson, Minn., has been reduced \$5 a share.

The Green Bay (Wis.) Elevator Company has been incorporated by E. Lyman, A. Howard, and A. Recite.

Frank G. Holxhueter has acquired the grain elevator of the Watertown (Wis.) Grain Company, it is reported.

The Minnesota Linseed Company has let contract for a substantial storage addition to its plant at Minneapolis, Minn.

The Cargill elevator at Raymond, Minn., is being torn down and shipped to Cottonwood where the local elevator burned.

The Melrose (Minn.) Elevator & Feed Company has been taken over by the Harlan Flour & Feed Company of Minneapolis.

The Lickefeld Grain Company has repaired the roof of its elevator at Madelia, Minn., which a wind storm recently tore off.

E. W. Ronning, formerly manager of the Farmers Elevator Company at Warner, S. D., has bought an elevator at Winthrop, Minn.

The Farmers Elevator Company is building new coal sheds, 20 by 64 by 12 feet, at Morgan, Minn. The old sheds have been torn down.

The new storage elevator of 600,000-bushels capacity has been completed at Hastings, Minn., for the King Midas Milling Company.

The Monarch Elevator Company has acquired the Farmers Elevator at Howard Lake, Minn., and the Hector (Minn.) Elevator Company.

Walter Leary has incorporated the Leary Grain Company at Minneapolis, Minn., where he has been in the grain business for the past 16 years.

A. B. Peterson is operating the Farmers Co-operative Elevator at Breckenridge, Minn., which he recently bought. The purchase price was \$15,000.

Contract for the erection of a 500,000-bushel storage addition to its Marquette elevator at Minneapolis, Minn., has been let by Gregory-Jennison Company.

The Pioneer Land & Loan Company is building a 30,000-bushel elevator with a 17-bin seed house attached, at Warren, Minn. It plans to increase its feed and seed business.

The Green-Farley Company of Janesville, Wis., has been incorporated with a capital of \$50,000 to deal in grain and feed. Incorporators are H. H. Green, C. V. Ford, and R. R. Farley.

Work has started on the construction of 15 concrete bins at the plant of the Itasca Elevator Company, Superior, Wis. This will increase the storage capacity of the plant 600,000 bushels.

The stockholders plan to reorganize the Middle River (Minn.) Co-operative Elevator Company and make an assessment of 100 per cent to take care of obligations and give the company a new start.

A modern grain elevator and feed mill are being erected at Conger, Minn. The plant will be electrically operated. A new 20,000-pound auto dump scale will replace the old platform scale.

Ground was broken early this month for a 650,000-bushel concrete addition to the Union Terminal Elevator at Minneapolis, Minn. With this addition,

which is scheduled for completion October 1, the plant will have a total capacity of 3,650,000 bushels.

A warehouse for flour and feed storage is being built to adjoin the elevator of the Power Elevator Company at Royalton, Minn. The structure will be 24 by 16 feet and will have a cement foundation.

Additional tanks of 925,000-bushels' capacity are being constructed at Elevator K of the Sheffield Elevator Company, Minneapolis, Minn. The plant's total capacity, with this addition, will be 2,250,000 bushels.

The E. G. McNulty Company has been incorporated with a capital stock of \$50,000 to transact a grain, hay and fuel business at Kellogg, Minn. Incorporators are E. C. McNulty and B. E. McNulty of Kellogg, and C. McNulty of Millville.

Improvements being made at the Tanner Mill Company's property in Brainerd, Minn., recently acquired by the Unity Mills Service Company of Minneapolis, include construction of a sheet metal six-bin elevator, feed grinding room, display room, etc.

The 1,000,000-bushel addition to the Delmar elevator which is being constructed at Minneapolis, Minn., for the Archer-Daniels-Midland Company, as previously reported, will consist of 17 reinforced concrete tanks, and will be completed in September.

The Continental Grain Company is building six large and four small reinforced concrete tanks adjoining its plant at Minneapolis, Minn. The new tanks will have a capacity of 750,000 bushels, which will make the plant's total capacity 1,350,000 bushels.

The Hubbard & Palmer Company, whose elevator at Maynaska, Minn., (Welcome p. o.) recently burned, plans to move the Fox Lake grain elevator, which has been in intermittent use for some time, to the site formerly occupied by its elevator. The house has a capacity of 20,000 bushels. It will have to be moved a distance of eight miles.

## OHIO AND MICHIGAN

The Vanlue (Ohio) Grain & Supply Company recently installed elevating equipment.

A truck dump has been installed in the elevator of Baransy & Wolf from at Ada, Ohio.

The Quincy (Mich.) Co-operative Elevator Company has installed a corn sheller in its plant.

The Marion (Ohio) Grain & Supply Company has equipped its plant with new conveying machinery.

A roller-bearing corn sheller has been installed in the plant of the Ginn Grain Company at Sidney, Ohio.

William Ellinger and Noel Zollinger have purchased the William Morgan elevator at Thornville, Ohio.

The Rural Grain Company has added a roller-bearing corn sheller to its equipment at Weston, Ohio.

The Bryan Transfer Elevator Company has installed a truck dump in its plant at Sherwood, Ohio.

New elevator equipment has been installed in the plant of Charles Sugerman Company at Cleveland, Ohio.

The elevator at Peterson's Crossing, three miles east of Ada, Ohio, has been taken over by O. M. Abt & Co.

Elevating equipment has been installed by the Shenk Grain & Oil Company in their plant at Delphos, Ohio.

A truck dump has been added to the equipment of the Co-operative Elevator Company at Mechanicsburg, Ohio.

The Larue (Ohio) Grain & Supply Company will occupy offices in a new building which is to be erected shortly.

The Cramer Elevator Company has installed a Fairbanks-Morse automatic scale in its plant at Wharton, Ohio.

The L. R. Good Elevator Company has improved its plant at Arcadia, Ohio, with a car loader and other equipment.

The McMannes Milling & Grain Company has opened the Mortimer elevator at Findlay, Ohio, in charge of John Shuler.

Improvements made at the plant of the Farmers Co-operative Company at Defiance, Ohio, consist



of raising the loading room nine feet, a concrete basement under a two-story machinery room, two 10-foot and 30-foot wings, etc.

The McComb (Ohio) Farmers Co-operative Elevator Company has improved its plant with a combination sheller and boot.

New hopper scales and a new seed mixer will be installed in the plant of the People's Elevator & Supply Company at Fremont, Ohio.

The elevator and plant of the Quality Supply Company of North Canton, Ohio, have been purchased by J. P. Surbey and William J. Shaub.

James Coddington is operating as the Conover Exchange the property of the Conover (Ohio) Grain Company which he bought at public auction.

A. D. McIntyre is operating the elevator at Mayville, Mich., which he bought from August Fink who operated as the Mayville Grain & Produce Company.

The Young Grain Company of Jackson Center, Ohio, has been incorporated with a capital of \$25,000. Incorporators are W. M. Young, H. Faye Young, and Lucille Young.

Dirk Wolffis has purchased the interest of his brother, William Wolffis, in the firm of Wolffis, Bros., which operates a wholesale grain and feed business at Muskegon, Mich.

The Toledo (Ohio) Grain & Milling Company together with the Maumee Valley Power & Light Company lost to the city of Toledo in their use of valuable power rights obtained from the state many years ago.

The Shaw-Turner Company, operating at Lancaster, Rushville, and Hookers, Ohio, has dissolved partnership. J. J. Shaw and P. D. Turner will continue in business at Lancaster; and the Shaw-Faherer Grain Company will operate at Rushville. The latter company will be composed of C. M. Shaw, president; H. E. Faherer, and Leland Shaw.

#### WESTERN

The Farmers Elevator Company has repaired its house at Windham, Mont.

J. M. Hodges has bought the warehouse business of Leo A. Shaver in Molalla, Ore.

The Burlington (Colo.) Equity Exchange Company has raised the cupola of its elevator.

The Milliken (Colo.) Grain & Feed Company has installed a pneumatic dump in its elevator.

The Northern Grain Warehouse & Marketing Company has moved its office from Pocatello to Ririe, Idaho.

Kerr Gifford & Co. is operating its new 2,000,000-bushel elevator at Portland, Ore., recently completed.

New coal sheds will be built for the St. Anthony & Dakota Elevator Company at Loring (on the Saco branch) Mont.

An all-steel truck lift, operated by compressed air, has been installed in the plant of the Inter-Ocean Elevator Company at Grace, Idaho.

Contract has been let by Kleppe & Sletten for the erection of four concrete storage tanks of 150,000 bushels capacity at Cascade, Mont.

The new 35,000-bushel house of the Farmers Union Elevator Company at Wray, Colo., has been completed, and the old elevator is being wrecked.

The Judith Basin Grain Company will overhaul its elevator at Coffee Creek, Mont., for the movement of the new crop. New roller bearings and ball bearings will be installed.

A. M. Markuson, former manager, has taken over the business of the W. P. Devereaux Company at Edgar, Mont., which he is now operating as the Markuson Grain & Bean Company.

P. F. Brown of the P. F. Brown Company has disposed of his elevators at Lewistown and Moore, Mont., and has become connected with the Patton-Kjose Grain Company of Great Falls.

The plant and properties of the Farmers Union Milling & Elevator Company, Denver, Colo., were recently taken over by the Colorado Milling & Elevator Company, headed by the late J. K. Mullen.

The Whetstone-Turner Warehouse Company has completed its 60,000-bushel elevator at Dayton, Wash. This house is to take care of farmers changing from sack to bulk grain this season. It cost \$12,000.

The new \$6,000 grain and feed warehouse under construction at Tumwater, Wash., for George A. McLaughlin, is nearing completion and will be ready to receive the new crop. The old feed warehouse will be razed.

A new hopper scale of 15,000 bushels capacity has been installed in the new elevator at Craigmont, Idaho, recently completed for the Vollmer-Clearwater Grain Warehouse Company. The new house has a capacity of 40,000 bushels bulk grain.

The Kittitas Farmers Company has bought five and one-half lots, with office building and garage, at Ellensburg, Wash., on which it plans to build

a warehouse and modern feed mill. The company has opened temporary offices on the property and are doing a wholesale and retail grain and feed business.

The Roundup (Mont.) Elevator Company has been incorporated with a capital of \$50,000, of which \$32,000 is subscribed. Incorporators are I. F. Anderson, of Roundup; C. Hofmeister, of Minneapolis; and Hugh J. McClearn of Duluth, Minn.

The Idaho Bean & Elevator Company is building an addition, 40 by 90 feet, to its warehouse at Filer, Idaho. With this addition, the company can accommodate 30 more cars. The office building is also being enlarged, and the scales reseat in cement.

W. V. McCarthy, formerly manager of the Farmers Union Milling & Elevator Company at Denver, Colo., is now operating a wholesale grain business for himself at that point. Mr. McCarthy has had 20 years grain experience in Colorado and Nebraska.

The Broadview Farmers Elevator Company of Billings, Mont., has been incorporated with a capital stock of \$15,000. The principals are J. S. Doose, president; Siren Nelson, vice president; J. F. Byers, secretary; and A. W. Jorgenson and F. L. Cushman.

The White-Dulaney Grain Company is building a 70-foot extension to its present warehouse at Palouse, Wash. This addition will increase the storage capacity one-third, according to Harry Simpson, local manager at Moscow, Idaho. An electrically driven piler will be installed.

Snell Bros. have sold their elevator business at Miles City, Mont., to O. Odegard of Watrus, N. D., and Peter Erickson of Peerless, Mont. The new owners will continue the business under the name of the Miles City Grain Company. Snell Bros. will continue their seed business and are installing machinery for the cleaning of alfalfa seed and beans.

The old elevator of the Shelby (Mont.) Grain Company has been razed, and a new 20,000-bushel house is being erected. New equipment which will be installed includes a Fairbanks-Morse Scale, a truck lift, head drive, and a seven and one-half horsepower General Electric totally enclosed fan-cooled motor.

An elevator of three or four million bushels' capacity, at an approximate cost of \$2,000,000, is projected for the Pacific Coast, probably at Seattle. The proposed elevator would likely be built within the next 18 months, and would be supported by eastern capital, announces H. Kiichli, independent grain merchant of Seattle.

#### IOWA

E. J. Brunlett is now operating his new elevator at Gowrie, recently completed.

The Eagle Grove (Iowa) Produce & Feed Company has gone out of business.

Horace Edmunson has bought the interest of E. B. Holmes in their elevator at Gifford.

Glen Jackman recently purchased an interest in the Clausen grain elevator at Clear Lake.

The Nye & Jenks grain elevator at Sloan has been taken over by B. M. Stoddard & Son.

Davis Bros. & Potter Company is repairing its elevator at Pocahontas to receive the new crop.

The Quaker Oats Company has repaired its elevator at Alta., and its two elevators at Emmetsburg.

The Farmers Grain Company has installed electric motors and a head drive in its plant at Kennedy.

The M. Young Company has installed a new scalper, leg belt, and roller bearings in its plant at Winterset.

The new elevator for the Farmers Co-operative Company at Elk Horn has been completed at a cost of \$6,500.

August Willert has sold his grain and coal business at Toronto to S. Mueller & Sons Grain Company of Calamus.

The Farmers Elevator Company of Laurel has been incorporated with a capital of \$25,000 to deal in grain, coal, produce, etc.

The Des Moines (Iowa) Elevator & Grain Company has covered the roof and sides of its elevator with galvanized iron.

A. G. Agnew and C. G. Larabee have organized the Pioneer Grain Company of Waterloo, to deal in grain, hay, seeds, and millfeeds.

F. M. West has improved his elevator at Corydon with a 20-horsepower motor and a rebuilt sheller. The elevator has also been painted.

The Holmquist Grain & Lumber Company has bought the large grain elevator at Carroll, which has been abandoned for many years, and is refitting it with modern machinery.

Carlson & Peterson's grain firm at Lehigh has been dissolved. S. F. Carlson has taken over the business, which he will operate as the S. F. Carl-

son Grain Company. F. W. Peterson will operate the company's elevator at Berkeley as the F. W. Peterson Elevator Company.

A grain cleaner has been added to the equipment of the Farmers Co-operative Company at Winterset. Other improvements have also been made.

The Farmers Elevator at Grinnell, which was recently sold to W. S. Kearney & Son, is now being operated as the Kearney Elevator Company.

A. Hakes, formerly manager of Davis Bros. & Potter's elevator at Manson, and E. Bleam, have purchased an elevator at Nemaha, west of Sac City.

A. P. Kilmartin is operating the Wederquist elevator at Malvern which he recently purchased. Mr. Wederquist will continue to operate his elevator at Strahan.

The Farmers Elevator Company has improved its plant at Scranton with the installation of a heavy duty scale; and other general improvements have been made.

W. W. Milne, formerly manager, has bought the Farmers Co-operative Exchange at La Porte City, Iowa, which he is operating as the W. W. Milne Grain Company.

The Dawson elevator at Perry has been purchased by Ray Tierney of Bouton. Mr. Tierney also owns the Bouton elevator which he will continue to operate.

The Beach & Pierce Grain Company, newly organized, has taken over the Beach-Wickham Grain Company at Fort Dodge. W. H. Hollister will continue as manager.

The elevator and coal business of the Edmonds-Londergan Company at Edna has been acquired by the Quaker Oats Company of Chicago and Cedar Rapids. The Quaker Oats Company now owns elevators at Rock Rapids, Lester, Midland, and Edna, and is understood to be negotiating for other properties in Iowa.

#### SOUTHERN AND SOUTHWESTERN

Riffe & Gilmore have installed a grate in their elevator at Tyrone, Okla.

Riffe, Gilmore & Co. has opened an elevator at Mouser (Hooker p. o.), Okla.

The Beasley Grain Company has built a 30,000 bushel elevator at Claude, Texas.

T. K. Morris has bought an interest in the Noble Grain Company at Plainview, Texas.

G. A. Stover has installed a 10-bushel automatic scale in his elevator at Watonga, Okla.

The Drummond (Okla.) Elevator Company has installed a 10-ton Fairbanks truck scale.

The Roger Grain Company of Guymon, Okla., has equipped its elevator belt with new cups.

The Zobisch Grain Company has installed a new grain cleaner in its plant at Geary, Okla.

The Uhlmann Grain Company of Kansas City, Mo., has opened an office at Woodward, Okla.

Hardesty, Okla., is to have another elevator, it is reported, which will make two at this point.

The Farmers Co-operative Elevator Association plans the erection of a new elevator at Portales, N. M.

The Lester Stone elevator at Adrian, Texas, has been improved with a back stop and a ball bearing boot.

The Celina (Texas) Mill & Elevator Company has been incorporated with a capital stock of \$25,000.

The Harnden Grain Company at Yoakum, Texas, has been bought by H. H. Wendt and Martin Kercho.

The Liberty Mills, San Antonio, Texas, have had the floor of one of their flour warehouses laid with hard maple.

A large size corn sheller has been added to the equipment of the Muskogee (Okla.) Mill & Elevator Company.

The Farmers Grain & Supply Company is now operating its new 20,000-bushel, iron-clad elevator at Follett, Texas.

A 5,000-bushel modern elevator is being built at Rahlf's Switch (Happy p.o.) Texas, for W. T. Townsend and H. E. Toles.

The 17,000-bushel elevator at Canyon, Texas, formerly owned by the National Bank of Canyon, has been bought by Peter Blakney, who is now operating it.

The new elevators and warehouse of the Oklahoma City (Okla.) Mill & Elevator Company have been completed, and the company has moved into its new offices.

W. M. Black is operating as the W. M. Black Grain Company the elevators at Arapho, Okla., which he leased from the Farmers Union Co-operative Association.

The G. E. Conkey Company of Cleveland, Ohio, which has recently taken over the Dal-Tex Grain Company of Dallas, Texas, plans extensive improvements, including doubling the storage capacity of



the plant and installation of new machinery. The plant now has an elevator of 100,000-bushels storage capacity and a warehouse which stores 100 carloads of feed.

The H. E. Morrow Grain Company has completed at Hardesty, Okla., a 12 by 18-foot frame, iron-clad office equipped with a Fairbanks 10-ton registering scale.

R. A. Anderson and G. W. Silliger are operating the elevator at Choteau, Okla., formerly owned by J. J. Troyer and R. B. Detweiler. They have made some improvements.

Contract has been let by the Kimbell Milling Company for the construction of an additional steel grain tank of 30,000 bushels capacity at its plant in Whitewright, Texas.

The Choctaw Grain Company has made several improvements in its plant at Laverne, Okla., including the installation of a 10-horsepower motor and electrification of the elevator.

Capitalized at \$30,000, Bennett, Mizell & Tyner, Inc., has been chartered to deal in grain and feed at Nashville, Tenn. This company succeeds the firm which formerly operated as Bennett & Tyner.

Earl Russell has leased the John Schenk, Jr., elevators and hay barns at Miami, Okla. Mr. Schenk, who is retiring for a year due to ill health, still retains his feed business which is directed by P. B. Upton.

A new concrete storage addition of 300,000 bushels is in process of construction at Kingfisher, Okla., for the Bob White Flour Mills. The mill will have a total storage of 500,000 bushels with the new addition.

The following equipment has been installed in the plant of the Spearman (Texas) Equity Exchange: an eight-bushel automatic scale, a 12-inch leg belt with 11 by 5½ inch cups, and a Fairbanks-Morse 20-horsepower electric motor.

John R. Watts & Son, of Louisville, Ky., who recently purchased the Franklin Street Elevator and warehouse building of Henry Fruechtenicht, will handle grain, as well as seed, and do a warehouse and storage business.

Construction work has started on the 500,000-bushel addition to the Rock Island elevators of the Fort Worth (Texas) Elevators & Warehousing Company. The total storage capacity with the new addition will exceed 5,000,000 bushels.

The Texas State Railway Commission and the Interstate Commerce Commission have approved an issue of bonds in the amount of \$2,245,000 by the Galveston Wharf Company to finance the enlargement of its Elevator B. The new elevator will have a capacity of more than 5,000,000 bushels, and will be completed in time for the next wheat crop. It will cost \$2,000,000.

## ILLINOIS

The Melly Seed Company is building an elevator at San Jose.

H. L. Carter has improved his elevator at Garber with a truck dump.

John Staker has installed a corn sheller in his elevator at Tremont.

The Brimfield (Ill.) Elevator Company is improving its equipment.

New 10-ton truck scales have been installed in the elevator of O. B. Wheeler at Long Point.

A 10-ton Fairbanks truck scale has been installed in the plant of R. A. McClelland at Dwight.

The Clemmons Grain Company has added a wagon and truck dump to its plant at Virden.

Lawson Tjardes has painted his elevator at Gibson City, and has installed new truck dumps.

A 10-ton truck scale has been installed in the plant of the Whalen Grain Company at Waverly.

The Federal Grain Elevators of Block (Sidney p. o.), have installed 10-ton Fairbanks Truck Scale.

The elevator of the Farmers Grain Company at Sharpsburg has been taken over by Rink & Scheib.

The Griffith Lumber Company is adding a mouse-proof seed room to its elevator at Stillman Valley, Ill.

The Minor Elevator at Alexis has been purchased by the Roberts & Pearson Grain Elevator Company of Burgess.

The Steward Grain & Lumber Company has completed plans for taking over the interests of the R. F. Nelson Grain Company at Rochelle.

The Lake Fork (Ill.) Farmers Co-operative Elevator Company has improved its equipment with an electric motor.

A large Fairbanks-Morse Scale has recently been installed in the plant of the Funk's Grove Elevator at McLean.

An automatic all-steel truck dump has been added to the equipment of the Farmers Grain Company at Roseville.

The Brocton Elevator Company's new elevator, at Kansas, recently completed, has been equipped

with 10-ton hopper truck scales, two gravity feed dumps with hopper scales, and two 15-inch elevator legs.

The Holcomb-Dutton Lumber Company has improved its plant at Charter Grove with an all-steel truck dump.

The Mattinson-Bailey Grain Company has recently been formed to transact a cash grain business at Gibson City.

C. A. Vincent's two elevators at Odell, of 60,000 and 40,000 bushels' capacity, have been purchased by the Quaker Oats Company.

The elevators at Lombard and at Morse (Buda p. o.), owned by Mallett & Code, have been purchased by H. L. Velde of Pekin.

Mathias Bros. & Co. plan to install electric motors and a feed grinder in their plant at Yorktown (Tampico p. o.) as soon as current is available.

The new fireproof addition to the drying plant of the Big Four Elevator at Mattoon has been completed. This doubles the plant's capacity.

The Farmers Elevator Company of Big Rock (Georgetown p. o.) has completed a new office building, which replaces the one that burned.

Williams Bros., former owners, have bought the Colmar (Ill.) Elevator which has been controlled by a farmers organization for a number of years.

The Towanda (Ill.) Grain Company, has been incorporated with a capital of \$50,000. Incorporators are G. P. Geiger, D. W. Kraft and S. M. Holliday.

Bader & Co. have improved their elevator at Vermont with a new lift and motors; and their elevator at Walnut Grove with a lift and truck scale.

Mrs. S. L. Stevens has leased her elevator at Dalton City to a Mr. Andrews of Macon. The elevator has been repaired and equipped with new machinery.

The Rankin (Ill.) Grain Company has recently repaired and remodeled its elevator. An electric power shovel and cleaner have been added to the equipment.

The Farmers Grain & Lumber Company has repaired its elevator at Hartsburg, and added to the equipment a new automatic loading-out scale, and an air lift dump.

C. R. Lewis of Jacksonville has sold his interest in the La Prairie (Ill.) Elevator to J. E. Wilson of Timewell. O. W. Alexander, manager, still retains his interest.

Phillips & Corray are operating the Fithian (Ill.) Elevator which they recently purchased. They have equipped it to handle grain and millfeed, as well as custom grinding.

George Kroll, of the Galva Cereal and Feed Mills, has purchased the elevator of the Farmers Co-operative Grain Company at Altoona. Mr. Kroll will remodel the house.

The grain firm of Arends & Glabe at Melvin has dissolved partnership. Mr. Glabe has sold his interests to Mr. Arends who will continue the business with his son, Walter.

Hight & Cline, grain dealers of Decatur, have recently purchased the Farmers Elevator at Willey's Station, north of Taylorville. They now control nine elevators in the county.

The Farmers Elevator of Littleton is to resume operations under the temporary management of a Mr. Mummert who directs the elevator at Industry. A permanent manager will later take charge of the plant.

F. B. Owens has purchased the Paul Kuhn elevator at Kansas, which he is operating as the Kansas Grain Company. The elevator has been idle for the past year. Mr. Owens was formerly manager of the elevator.

The Quaker Oats Company has added to its list of elevators, the house of the La Salle Cash Grain Company at Saunemin. This with the Martin Gross elevator, recently acquired, gives them a capacity of 90,000 bushels at this point.

P. J. Breen and Lee Pugh of Metcalf have recently entered the grain business as partners and are operating elevators at Vermilion Grove and Riola. The elevator at Riola was purchased from the Paul Kuhn estate of Terre Haute.

The new elevator which is being erected at Forrest for Hippen & Stephen, as previously reported, will have a capacity of 20,000 bushels. It will be thoroughly modern. The old elevator and buildings, erected 65 years ago, are being wrecked to make room for the new elevator.

V. C. Brown, formerly manager of elevators at Fiatt, Trevalo, and Colusa, has purchased the 60,000-bushel Yocum elevator at Nekoma. He is installing feed grinding machinery, operated by a Diesel oil engine, and plans to add warehouse space for feed storage. He is remodeling and repairing the plant.

The new 30,000-bushel elevator completed for the Woodson (Ill.) Farmers Elevator Company has been accepted from the contractors by the directors of

that company. The structure, which is of concrete, replaces the house which burned several months ago. The plant also includes a new office and store room. New scales have been installed in the elevator.

T. E. Hamman of Arcola has purchased the interest of the Kenney Estate in the Hindsboro (Ill.) Grain Company, which he will operate under the same name. J. Frantz will continue as manager.

## THE DAKOTAS

The Barry Grain Company of Huron, S. D., is moving its office to Mitchell.

The Farmers Elevator Company has added a grain dump to its plant at Rockham, S. D.

Construction work has started on a new elevator at Rapid City, S. D., for the Tristate Milling Company.

Ray Dodd has reopened the Millaney elevator at Canton, S. D., which has been closed for several weeks.

G. E. Yonker is operating the Woodworth elevator at Van Hook, N. D., which he recently bought.

Peter Finneman is now associated with his brother, George Finneman, in the grain business at Martin, N. D.

The Farmers Elevator Company has added to its equipment at Glover, N. D., a new dump and an automatic scale.

The Anton Dusel elevator at Tolstoy, S. D., is owned and operated by Harry M. Griffith and Thomas O'Brien.

The new 50,000-bushel elevator erected at Overly, N. D., at a cost of \$25,000, for the Farmers Elevator, has been completed.

The plant of the Farmers Elevator Company at Parshall, N. D., is being equipped with new drives, and new motors.

The Farmers Elevator Company has installed a 70-inch dustless grain cleaner and separator in its plant at Makoti, N. D.

The Farmers Co-operative Elevator Company has let contract for the erection of a 40,000-bushel elevator at Carbury, N. D.

M. C. Johnson has improved his elevator at Oldham, S. D., with a new 10-ton special scale, and has made some repairs.

The elevator of the Equity Elevator & Trading Company at Whitman, N. D., has been purchased by Lamb Bros. of Michigan.

The Farmers Union Elevator Company has purchased the Webster Grain Company's elevator at Wessington Springs, S. D.

The Mina (S. D.) Equity Exchange is operating its new 43,000-bushel elevator. The two old elevators were sold for \$5,500.

J. G. Ryan of Highmore, S. D., has added to his holdings the elevator at Canning, near the estate of the late Frank Pettyjohn.

G. M. Schuler has taken over the Tracy elevator at Hettinger, N. D., which he will operate as the G. M. Schuler Grain Company.

The McKain (Elkton p. o., S. D.) Elevator Company has been operating since July 1 and is under the management of Alfred C. Balzer.

New equipment installed in the plant of the New Farmers Elevator Company at Seneca, S. D., consist of a new leg, new cups, pits, etc.

The railroad yards at Wood, S. D., have granted two sites for elevators to the Rosebud Grain Company and the Farmers Grain Company.

Recent improvements made by Gackle Bros. to its plant at Kulm, N. D., include a sliding distributor, new steel pan, head drives, and electric motors.

The Lynchburg (Durham, N. D. p. o.) Farmers Elevator Company has let contract for the bringing together of its two elevators which are now 900 feet apart.

Additional bins are being added to the elevator of the Upham (N. D.) Farmers Elevator Company which will increase the storage capacity 6,000 bushels.

S. Arneson has sold his house at De Smet, S. D., the Farmers Elevator, to G. P. Sexauer of Brookings. Ill health caused Mr. Arneson to give up his business.

The local grain elevator at Wolsey, S. D., has recently been taken over by A. H. Schultz & Son who will operate under that name. Howard Schultz of Huron is manager.

The A. B. Peterson elevator at Fargo, N. D., has been taken over by M. S. Smith of Moorhead, Minn., and E. Collins of Kent, Minn. Mr. Smith will have charge of the business.

Messrs. Thomas and Whipple who recently bought the business of the Farmers Grain & Coal Company, at Valley City, N. D., as previously reported, are operating under the name of the Farmers Grain & Fuel Company. The deal included the elevator in



North Valley City. H. S. Thomson, retiring manager, has conducted the business for the past 24 years.

The new elevator recently completed at Burkmore, S. D., for the Faulkton Farmers Elevator Company, has been equipped with modern machinery, including a grain cleaner.

The Hoover Grain Company of Minneapolis, Minn., has bought the Hegge Grain Company's plant at Grand Forks, N. D. The elevator was sold for \$7,500. It will be repaired and opened shortly.

Recent improvements made at the plant of the Farmers Elevator Company of White Lake, S. D., include rebuilding of the leg, and installation of anti-friction bearings, new pits, heads and grain spouts.

C. E. Briggs, who recently resigned as manager of the Hannah (N. D.) Farmers Co-operative Elevator, has purchased the Dodge elevator at Neche, which he is operating under the name of the Briggs Grain Company.

The Interstate Elevator at Drayton, N. D., recently sold, as previously reported, is now being operated by the purchasers, members of four local Farmers Unions, as the Farmers Union Elevator. The purchase price was \$8,600.

Contract for the construction of a 50,000-bushel iron-clad elevator at Dickinson, N. D., has been let by the Farmers Co-operative Union to replace the house which recently burned. The structure is scheduled to be completed September 1. It will cost approximately \$20,000.

The North Dakota Wheat Growers Association has completed plans for the erection of a terminal elevator at Grand Forks, which will have a capacity of from 500,000 to 1,000,000 bushels. It is possible that the association will erect similar terminals in Minnesota at Minneapolis and Duluth, and one at Fargo, N. D.

The Sparling elevator at Langdon, N. D., is being improved to the extent of \$10,000. Foundations have been laid for two new units which will be formed by moving the old Boyd elevator to the new location adjoining the elevator. The combined houses will have a capacity of 26,000 bushels and will be equipped with direct loading facilities.

## MISSOURI, KANSAS AND NEBRASKA

H. E. Chappell has purchased an elevator at Plains, Kan.

Trued Bros. plan the erection of an elevator this fall at Tribune, Kan.

The Farmers Elevator at Mead, Neb., has been completely overhauled.

The Claffin (Kan.) Grain, Fuel & Stock Company has installed a new scale.

The new elevator of Smith & Blanton at Haggard, Kan., has been completed.

The Manning (Kan.) Grain Company has installed a four-bushel automatic scale.

Jerry and Dan Sullivan have built a new elevator six miles west of Ulysses, Kan.

The Viola (Kan.) Grain Company has installed a 10-ton Fairbanks-Morse truck scale.

The Home Grain Elevator Company is operating its new elevator at Hemmingford, Neb.

The elevator of Nye & McMillan at Downs, Kan., has been covered with galvanized iron.

New equipment was recently installed in the elevator of E. J. Everleigh at Boyd, Kan.

The J. R. Duffey elevator at Menlo, Kan., has been equipped with anti-friction bearings.

The Foster Grain Company has succeeded the Wright-Leet Grain Company at Ellis, Neb.

The Farmers Elevator at Norfolk, Neb., has been leased by the Norfolk Cereal & Flour Mills.

W. P. Klesen is remodeling the Scheuerman elevator at Leoti, Kan., which he recently bought.

Capitalized at \$10,000, the Farmers Grain & Supply Company has been organized at Raymond, Kan.

A thermometer system has been installed in the plant of the Smoot Grain Company at Salina, Kan.

The Consolidated Flour Mills are operating their elevator at Amy, Kan., with an automobile motor.

Krotter & Walker have installed a new boot and a new automatic scale in their elevator at Wauneta, Neb.

H. E. Quang has bought the elevators of the defunct Phillips County Farmers Union at Glade, Kan.

The Morrison Grain Company of Kansas City has bought the Paul H. Barnhouse elevator at Wheeler, Kan.

A large capacity scale and a truck dump have been installed in the Hynes elevator at Giltner, Neb.

The Security Elevator Company has built an elevator at Milepost, Kan., about 30 miles west of Ulysses.

The Farmers Co-operative Grain Company has been incorporated with a capital stock of \$25,000

to transact business at Lincoln, Neb. Incorporators are Sam Jackson, Carl Judd, E. L. Stoddard, Frank Thomas, and George E. Johnson.

The Anthony (Kan.) Farmers Co-operative Elevator Company has covered its elevator with sheet iron.

An electric overhead truck dump has been added to the elevator equipment of Zieglmeier Bros. at Gem, Kan.

The Trans-Mississippi Grain Company has opened an office at Superior, Neb., in charge of Ernest Lieber.

A new elevator has been erected at Oliver (Bushnell p. o.), Neb., for the Welsh-Smith Grain Company.

The Consolidated Flour Mills have overhauled their elevator at Albert, Kan., and installed a new engine.

An electric truck dump has been added to the equipment of the Gretna (Neb.) Farmers Elevator Company.

The Ulysses Grain Company of Hickock (Ulysses p. o.), Kan., is using an automobile motor for its power.

The stockholders of the Farmers Grain & Supply Company at Merna, Neb., plan to reorganize the company.

The Farmers Elevator at Hildreth, Neb., has recently been overhauled and is now handling new crop grain.

The Farmers Elevator Company has installed new motors and other machinery in its elevator at Odell, Neb.

The office of the Farmers Grain Company of Geneseo, Kan., has been moved to a more convenient place.

A new drive shaft has been added to the equipment of the Pawnee Co-operative Association at Larned, Kan.

N. J. Willems is now operating the elevator at Rockville, Mo., formerly owned by W. H. Hurley Grain Company.

The roof of the Farmers Grain & Supply Company at Greensburg, Kan., has been covered with galvanized iron.

The Lemon & Barbee Grain Company has leased the elevator of the C. D. Jennings Grain Company at Sublette, Kan.

The Sears elevator, seven miles west of Dodge City, Kan., has been acquired by the Dodge City Equity Exchange.

A new air-operated truck dump has been installed in the plant of the Manley Elevator Company at Plattsmouth, Neb.

The elevator of the Farmers Grain & Lumber Supply Company at Niles, Kan., has been covered with galvanized iron.

The Kansas Wheat Pool has bought an elevator at Hill City, Kan., from the Morrison Grain Company of Kansas City.

A revolving screen corn cleaner has been added to the equipment of the Lewis Puderbaugh plant at Rock Creek, Kan.

The Bowersock Mills & Power Company has waterproofed the pit of its elevator at Lansdowne (Cheney p. o.), Kan.

J. H. Caton has improved his plant at Anthony, Kan., with a dump, rigid pillow blocks, and other elevator equipment.

The Farmers Elevator & Merchandise Company has improved its plant at Satanta, Kan., with an electric car mover.

R. C. Davidson plans to erect another elevator at Hutchinson, Kan., details of which have not as yet been announced.

The Kansas Wheat Pool Co-operative Elevator Association has installed a 10-ton truck scale in its plant at Bazine, Kan.

Two bins of 5,000 bushels capacity have been added to the elevator of the Stull Bros. Grain Company at Brownell, Kan.

The McCaull-Webster elevator, at Walthill, Neb., one of the oldest houses on the Burlington-right-of-way, has been razed.

The Farmers Elevator Company of Roscoe, Neb., has improved its plant with anti-friction bearings and with lightning rods.

The Farmers Co-operative Elevator Company has installed a 10-ton Fairbanks-Morse Scale in its plant at Tescott, Kan.

The Farmers Co-operative Grain & Livestock Company has bought the Kansas Milling Company's elevator at Lewis, Kan.

The McCoy-Dockstader Grain Company of Cawker City, Kan., is now operating as the C. T. McCoy Grain Company.

The Peck (Kan.) Grain & Supply Company will install electric power and lighting as soon as current is available to their plant.

The new 500,000-bushel storage addition to the Alton elevator at Kansas City, Mo., operated by

Wolcott & Lincoln, Inc., has recently been completed. The company has of late opened branch offices at Enid and Oklahoma City, Okla., and Salina, Kan.

Work will begin this fall, it is announced, on a 1,000,000-bushel storage plant at Wichita, Kan., for the Kansas Wheat Pool.

L. J. Marquardt and Son have purchased the Farmers Elevator at Plattsmouth, Neb. They also operate an elevator at Avoca.

A power plant, pulley and governor have been added to the equipment of the Light Grain & Milling Company at Liberal, Kan.

The Farmers Union Co-operative Elevator Company of McCool Junction, Neb., is operating the Knox elevator which it recently leased.

The Stevens-Scott Grain Company has improved its elevator equipment at South Haven, Kan., with a 10-ton Fairbanks-Morse Scale.

Bert Higbee is operating as the Higbee Grain Company the Probst elevator at Geuda Springs, Kan., which he recently bought.

The elevator of the Hinshaw Mercantile Company at Mentor, Kan., has been equipped with a new 118-foot, 11-inch, four-ply leg belt.

Simon Rehmeier, who operates the local elevator at Plattsmouth, Neb., has bought the elevator formerly owned by Lee Hill of Lincoln.

The Gano Feed & Grain Company has recently completed the construction of new elevators at Garden City, Hickok, and Friend, Kan.

An overhead traveling electric truck dump has been installed in the Narka, Kan., plant of the Wright-Leet Grain Company of Lincoln.

The Freeport (Kan.) Elevator Company has increased its storage capacity 2,500 bushels. A 30-foot screw conveyor has been installed to handle grain.

The Nye Jenks Grain Company has sold its lumber and coal business at Creston, Neb., to G. W. Viergutz who will combine it with his present business.

A 500,000-bushel storage unit will be added to the plant of the Wallingford Grain Company at Wichita, Kan., to be completed in time for the 1930 crop.

Merillat Bros. are operating their new 16,000-bushel elevator at Menoken, Kan. The house is iron-clad, motor driven, and furnished with modern equipment.

The Farmers Union Co-operative Business Association has reinforced its elevator at Hawk Station (Anthony p. o.), Kan., with a new cement block foundation.

Stockholders of the Ellinwood (Kan.) Mill & Elevator Company have voted to erect a new elevator. The two old elevators will be torn down to make room.

The Davis Grain Company has installed an all-steel truck lift in its plant at Partridge, Kan. It plans the installation later of a steel grate and steel hopper.

A grain loader has been installed in the new 25,000-bushel elevator being constructed at Hartland, Kan., for the Gano Feed & Grain Company of Hutchinson.

The Dolphi Grain Company has purchased the elevator at Maywood, Neb., from G. E. Russell. It will be operated under the name of the Maywood Grain Company.

The Farmers Elevator Association of Washington, Mo., has bought and is now established in the building formerly occupied by the Grand Tower Milling Company.

The new grain elevator, recently completed for the Diller (Neb.) Farmers Grain Company is receiving grain. The elevator is thoroughly modern and cost about \$10,000.

John Aden, of Havelock, and Amos Aden, of Waverly, bought at public auction the 15,000-bushel elevator at Walton, Neb., formerly owned by the Bank of Eagle.

O. M. Blevins is operating as the O. M. Blevins Grain Company the plant of the Farmers Grain Company at Foley (David p. o.), Neb., which he recently bought.

George Hauserman has recently purchased the Farmers Grain & Lumber Company at Junction City, Kan. He was formerly with the Farmers Elevator Company at Alta Vista.

J. E. Rogers, of Long Island, Kan., is operating as the J. E. Rogers Grain Company the Rogers elevator at Stockton, Kan., the management of which he recently took over.

The 350,000-bushel elevator of the Jennings Grain Company at Hutchinson, Kan., is now a public house. Hutchinson's public elevator capacity now totals 2,435,000,000 bushels.

The Nutrena Feed Mills, Inc., which has been operating a grain department for some time, is forming a subsidiary company, the Martin Grain Company, to look after its grain interests, and



has purchased the 200,000-bushel elevator in the Rosedale district of Kansas City, Mo., which was formerly operated by the Fowler Commission Company.

Recent improvements made at the plants of the Bartlett Grain Company, consist of an all-steel truck dump at Norwich, Kan., and a 10-ton Fairbanks-Morse truck scale at Belmont, Kan.

Seibert Bros. of Canada, Kan., and J. J. Klenda are operating as the Antelope (Kan.) Grain Company the plant of the Farmers Union Co-operative Association which they recently bought.

The Burke Grain Company which has recently leased the grain elevator of the Davenport Grain Company at Little River, Kan., contemplates the building of a 50,000-bushel elevator, it is reported.

A 9,000-bushel elevator and warehouse are being built at Beaufort, Mo., for the Farmers Co-operative Association. The building, which is to be completed September 1, will be 44 by 60 feet. Louis Boland is manager.

William Hollstein's new 20,000-bushel elevator at Hay Springs, Neb., is equipped with a distributor, electric dump, eight-bushel scale, a seven and one-half horsepower motor, manlift, drive and other modern machinery.

The Nebraska-Iowa Grain Company is occupying the new storage addition to its elevator at Omaha, Neb., which it leases from the Burlington Railroad. The company now has a storage capacity at this point of 900,000 bushels.

Eight concrete storage tanks and a large concrete drying house will be erected in East Hutchinson, Kan., for the Grain Belt Elevator Company. The new tanks will bring the company's total capacity to 650,000 bushels.

The new 12,000-bushel house at Bluff City, Kan., constructed for the Kansas Mill & Elevator Company, has been completed and is in operation. It is studded, iron-clad, and thoroughly modern. New equipment includes a manlift, a 10-ton Fairbanks Truck Scale, etc.

Contract has been let for the erection of a 35,000-bushel cribbed elevator at Palco, Kan., for the Kansas Wheat Pool Co-operative Elevator Association. The equipment will include a head drive, truck dump, automatic scale, 10-truck scale, and dust-proof motors.

The Farmers Feed & Grain Company of Norborne, Mo., has been incorporated with a capital of \$15,000. Incorporators are B. A. Case and George R. Auld. They have taken over the Farmers Union Elevator, which they bought under deed of trust for \$9,750.

The Potter Grain Company is now operating its new elevator at Centralia, Kan. The house is modern and has a capacity of 16,000 bushels. It is electrically operated. Machinery installed consists of truck and wagon dumps, compressed air elevators, feed grinder, etc.

The Denton Grain Company of St. Louis, Mo., will be discontinued owing to the recent death of Oliver Denton, president. Joseph S. Geisel, manager of the cash grain department of the company, has changed his board of trade representation from this firm to himself. He will operate as the Geisel Grain Company.

The Eagle Elevator Company of Kansas City, Mo., has asked for bids on a 300,000 to 600,000-bushel elevator which will supplant its present elevator, of wood construction. The headhouse will be 173 by 34 by 42 feet and will have an ultimate capacity of 1,000,000 bushels. Space is left for the later erection of a similar unit. The house will have a total of 23 bins. The plant will be located on the Missouri-Pacific tracks and is to be completed November 1. Vanderslice-Lynds Company will lease the plant upon its completion.

#### CANADA

Contract has been let for a new government seed grain warehouse at Moose Jaw, Sask., the cost of which will approximate \$300,000.

Solomon Gold has sold his interest in the Gold Grain Company of Winnipeg to the Confederation Grain Company of St. Boniface, Man.

A 200,000-bushel concrete elevator is in process of construction at Lethbridge, Alta., for the Ellison Milling Company. The house will be completed by October 1.

McCabe Bros. Grain Company, Ltd., will increase the capacity of the Shamrock Elevator, which it is operating at Winnipeg, from 30,000 to 60,000 bushels. The company has established a feed department.

The Great Lakes Elevator Company, Ltd., is increasing the storage capacity of its plant at Owen Sound, Ont., from 2,000,000 to 4,000,000 bushels. Construction is scheduled for completion on or before November 15.

Work has been started on the construction of a 1,000,000-bushel addition to the storage elevator of the Maple Leaf Company, Ltd., at Port Colborne,

Ont. The new addition will cost \$1,000,000 and will bring the total storage capacity of the company at this point to 2,500,000 bushels. Completion is scheduled for November 15. The building program also includes a feed mill and a bag factory.

The Sarnia (Ont.) Elevator Company, Ltd., is constructing a large plank wharf, running 400 feet into Sarnia Bay. The wharf will facilitate the unloading of vessels at the elevator. The new elevator, construction of which was previously reported, is nearing completion.

Buckerfield's, Ltd., has been granted permit for the erection at Vancouver of a reinforced concrete grain bin of 300,000 bushels capacity. The bin will measure 110 by 48 feet. With this addition, the Buckerfield plant will have a total storage capacity of 400,000 bushels.

Contract has recently been let for the 2,750,000-bushel addition, (previously reported), to the Alberta Wheat Pool elevator at Vancouver. The erection of the additional bins will cost \$675,000. When completed, the terminal will have a total storage capacity of 5,250,000 bushels.

F. H. Peavey & Co. has consolidated the Northern Elevator Company, Ltd., and the Security Elevator Company, Ltd., at Winnipeg, under the name of the former concern. The consolidation reduces expense. One company will control 180 country elevators in the three prairie provinces instead of two as heretofore.

Contracts have been signed for the construction of a 5,000,000-bushel grain elevator at Little Cataraqui Bay, Kingston, Ont., proposed erection of which

has been previously reported. The structure will cost \$4,000,000 and will be ready for operation September 1, 1930. The house will be 200 feet high, and will be equipped with motors to supply 3,000 horsepower.

The Midland-Pacific Terminal, Ltd., has let contract for 1,000,000-bushels additional storage and a sacking shed of 1,000 tons capacity at its North Vancouver elevator, as previously reported. The construction will cost about \$950,000 and is scheduled to be completed in 90 days. The additional storage will bring the terminal's capacity up to 1,500,000 bushels.

Federal Grain, Ltd., is a recently organized merger of 10 private grain and elevator companies in Manitoba, Saskatchewan, and Alberta. The company operates 338 country grain elevators and three terminals and is one of the largest independent grain handling companies in the Dominion. The country elevators have a total capacity of approximately 11,250,000 bushels and the terminal elevators approximate 7,250,000 bushels.

Capitalized at \$7,000,000, the Searle Grain Company, Ltd., of Winnipeg, has been formed to control the business and properties of the following companies in the Searle system: Home Grain Company, Ltd.; Saskatchewan Elevator Company, Ltd.; Searle Grain Company, Ltd., and Liberty Grain Company, Ltd. A. L. Searle is president of the new company. The Searle Grain Company, Ltd., will operate 315 country elevators in the three prairie provinces, with a combined capacity of 12,000,000 bushels. It will also control terminals at Fort William and Vancouver.

## OBITUARY

**BERNET.**—Christian Bernet, former president of the St. Louis Merchants Exchange and one of its early members, died July 31. At the time of his death, Mr. Bernet was president of the Bernet, Craft & Kauffmann Milling Company of St. Louis. He was 79 years old. His widow and five sons and one daughter survive him.

**BEYER.**—John Beyer, grain dealer, died at his home in Sterling, Kan. His sons, Edward and John Beyer, of Wichita, were partners in his business.

**BROEG.**—Louis Broeg, former grain dealer in St. Louis, and grain inspector for the Merchants Exchange for 20 years, died recently.

**BROWN.**—Caleb Brown, retired grain man, and former member of the Clyde Grain & Produce Company, died August 1 at his home in Clyde, N. Y. He was 78 years old.

**CARNEY.**—James E. Carney, active in the grain trade in Chicago for the past 30 years, died July 18 in Denver, Colo., where he had gone for his health.

**CHRISTENSEN.**—Christ Christensen, manager of the North Iowa Grain Company's elevator at Humboldt, Iowa, committed suicide recently. He had managed the elevator for the past two years. His widow and an adopted son survive him.

**DAY.**—R. H. Day, sales manager for J. W. Bell Company, flour and grain, Spartanburg, S. C., was killed by a lunatic. One other employee was also killed. Mr. Day was 30 years old, and a native of Tullahoma, Tenn., where he was buried.

**DEBOUSKI.**—Chemists are investigating the death of Walter Debouski, elevator operator at Buffalo, N. Y., who was found dead in a concrete elevator. It is thought that a grain-spraying solution may have caused his death.

**DREYFUS.**—Charles L. Dreyfus, of Louis Dreyfus & Co., New York City, died July 30. He was 59 years old.

**DUEING.**—Hermann Dueing, hay and grain dealer, and former member of the St. Louis Merchants Exchange, died August 3. Mr. Dueing retired several years ago.

**ELLIOTT.**—George Elliott while salvaging grain at the burned plant of the National Elevator Company, Indianapolis, Ind., was struck on the head by a falling beam which caused his death. He was 39 years old.

**ENGLEHARDT.**—Fred Englehardt, pioneer grain flour and feed dealer of Sheboygan, Wis., died suddenly on July 24. He was 69 years old. Mr. Englehardt retired in 1925. His widow and two sons survive him.

**EWE.**—Gustav F. Ewe, pioneer grain man of the northwest, and former president of the Minneapolis (Minn.) Chamber of Commerce, died July 24 at his home in Minneapolis. He had been ill two months. At the time of his retirement a year ago, Mr. Ewe was vice president of Van Dusen Harrington Com-

pany, with which concern he had been since 1889. In addition to his connection with Van Dusen Harrington Company, Mr. Ewe was prominently connected with several other grain and elevator companies. He was 66 years old. His widow and four children survive him.

**FISHER.**—W. H. Fisher, widely known over the Big Bend wheat district as a grain buyer, and manager of the Edwall (Wash.) Lumber & Fuel Company, shot himself recently because of ill health. His widow and seven children survive him.

**GERE.**—The body of Harry G. Gere, grain and hay broker, and member of the Produce Exchange (New York), who drowned June 30 at Lake Mohawk, was found July 9. He was 50 years old. He lived at Newton, N. J.

**GLASS.**—Henry P. Glass, prominent in grain and milling business in Spokane for more than 30 years, died July 19, following injuries sustained in an automobile wreck on the preceding night. His car overturned near Clayton and he was found under the wreckage by passing motorists. His widow and a sister survive him.

**HAWES.**—Aaron B. Hawes, retired grain man of Belpre, Kan., died of heart failure while enroute on an automobile trip from Belpre to Colorado Springs. Mr. Hawes engaged in the mercantile and grain business at Belpre 20 years ago and retired about 14 years ago. He was 78 years old.

**HEGGEN.**—Thomas Heggen, manager of the Davenport Elevator Company at Hardy, Iowa, died suddenly at Greeley, Colo., where he was visiting his daughter. He was 65 years old.

**HELLYAR.**—Alfred B. Hellyar, traveling superintendent for the Victoria Elevator Company, Minneapolis, Minn., died recently. He had been prominent in the grain trade there for the past 25 years. He was 70 years old.

**HUTCHINS.**—L. T. Hutchins, retired grain dealer, died July 10 at Sheldon, Ind. Mr. Hutchins had formerly operated in grain at Sheldon, Donovan, and Milford. He was 78 years old.

**LIMOND.**—William S. Limond, pier superintendent of the International Elevating Company, New York City, and well known in grain export and transportation circles, died suddenly. He was 75 years old. Mr. Limond had been connected with the above company for 57 years.

**LOVIG.**—Andrew Lovig, second man at the Farmers Elevator Company's plant at Ottosen, Iowa, died recently as a result of injuries received some time ago when a dump fell on his back. He was 50 years old. His widow and six children survive him.

**MOORE.**—Benjamin C. Moore of the Moore-Seaver Grain Company, Kansas City, Mo., and member of the Kansas City Board of Trade, died of cancer August 11 at the Research Hospital. He



was 53 years old. (Further details elsewhere in this issue.)

**MEYER.**—Ferdinand Meyer, president of the Meyer Milling Company, St. Louis, Mo., died August 6, following a month's illness. He was 58 years old. His widow and five children survive him. (See details elsewhere in this issue.)

**MORGAN.**—J. W. Morgan, of Morgan Bros., who conducted a seed corn business at Galva, Ill., recently died. Meryl S., Norris C., and John T. Morgan together with Russell Sandquist will continue the business.

**MULLEN.**—John Kerman Mullen, 82, builder of the first elevator in Colorado, and founder of the Colorado Milling & Elevator Company, died at his home in Denver, August 9. (Further details elsewhere in this issue.)

**OGLE.**—James H. Ogle, Duluth (Minn.) Board of Trade member, and well known vesselman at that point, died August 2 from burns inflicted by a gas explosion at his summer home at Sunshine Lake.

**REYNOLDS.**—Albert E. Reynolds, president of the National Grain Dealers Fire Insurance Company, and operator of a number of grain elevators in the Middle West, died August 13 at his home in Crawfordsville, Ind. He was 71 years old. (See headed article in this issue.)

**RIEKENA.**—D. J. Riekema, of the Riekema Fre-

richs Grain Company, died July 22 of cancer, at his home in Wellsburg, Iowa. His parents and one daughter survive him.

**SCHULTE.**—John J. Schulte, hay dealer, prominently known on the St. Louis Merchants Exchange, and a member of the Exchange since 1885, died July 23, following a paralytic stroke. His widow, five sons, and three daughters survive him.

**SLAWDLEY.**—James Slawdley, an iron worker on the new Chicago Board of Trade building, fell to his death from the ninth floor.

**STEVENS.**—Edwin C. Stevens, president of the Boston (Mass.) Molasses Company, and well known in the feed trade, died July 25 at his summer home on Lake Dunmore, Salisbury, Vt.

**TAYLOR.**—Jacob L. Taylor, grain inspector, died at his home in Evansville, Ind. He was 69 years old.

**WILKINS.**—John H. Wilkins, member of the Chicago Board of Trade for 30 years, died recently following an operation. Mr. Wilkins entered the grain business in 1893, and in 1899 organized J. H. Wilkins & Co.

**WYETH.**—Andrew N. Wyeth, hay inspector of Charleston, Mass., died July 29 at his home in Needham. He was 76 years old.

**WYLD.**—James Wyld, an old member of the Produce Exchange, died July 11 at Cornwall-on-the-Hudson, at the age of 84 years.

who established the store, will continue under the new ownership.

Miesenhelder Bros. have added to their chain of feed stores in Indiana and Illinois, the flour and feed business of J. B. O'Hare at Paris.

The John Manahan Fuel & Feed Company has purchased property at Chatfield, Minn., which it will improve before opening for business.

The Farmers Exchange has improved its plant at Pleasant Hill, Ohio, with a vertical feed mixer, hammer mill feeder, and other equipment.

The feed stocks and building materials of the Tozier Company at Stevens Point, Wis., have been taken over by A. W. Breitenstein and J. F. Bardan.

H. C. Pote has installed an oat huller in his grain elevator at Oxford, Iowa, and is now doing custom grinding. The huller has a capacity of 100 bushels an hour.

The Richwood (W. Va.) Feed & Fuel Company is operating in its new building, recently completed. Huling Spencer and Abney Reynolds are in charge.

The Hardeman-King Company, feed manufacturers, are building a large hay barn, of concrete and corrugated iron, at one of their plants in Oklahoma City, Okla.

A feed grinder, driven by a 25-horsepower Fairbanks-Morse totally enclosed motor, has been installed in the plant of the Farmers Grain Company at Pond Creek, Okla.

The Rockwell (Iowa) City Feed & Produce Company has discontinued business at that point. Its stock of Nutrena feeds has been taken over by The Loomis Company.

A two-story extension, feed room and office, 36 by 48 feet, has been completed for the Worthington (Ind.) Grain Company. This gives the company more room for feed grinding.

The Southard Feed & Milling Company of Kansas City, Mo., will use for fuel, gas recently discovered on its property. It will use approximately 50,000 cubic feet a day, it is estimated.

Alexander and David Sutherland have purchased the Great Falls (Mont.) Hay & Feed Company. A feed grinder will be installed soon. The new owners have made several improvements.

W. R. Harrington is using as an outlet for stock feeds the elevator which he has leased at Lathrop, Mo., from S. J. Hughes & Co. The house was formerly owned by the Seward Grain Company.

The Rainbow Coal & Feed Company of Versailles, Ky., has been chartered with a capital of \$20,000. Incorporators are William St. Clair Hogg, Elizabeth Hogg, Hiram Hogg, Jr., and William Spencer.

L. E. Little is building a 50 by 94 foot brick warehouse to house his feed business at Spokane, Wash. The structure will cost \$4,500. Mr. Little has operated a wholesale and retail feed store for the past 22 years.

Work has been started on the erection of the 6,000,000-bushel elevator for the Galveston (Texas) Wharf Company. The other two houses of the company now in use have a capacity of 4,000,000 bushels. The new elevator will be equipped to handle about 200 cars a day.

A holding company, called the Allied Mills, has been formed to control the merged interests of the American Milling Company, operating plants at Peoria, Omaha, and Owensboro, Ky., and the Wayne Feed Mills, operating at Fort Wayne, East St. Louis, and Buffalo. Executives of Allied Mills are Messrs. Atwood, McMillen, and George M. Moffatt.

## HAY, STRAW AND FEED

The Mt. Cory (Ohio) Elevator Company has installed a feed mixer.

A feed store has been established in Dickinson, Texas, by Tony Cucchia.

J. W. Simmons has installed a feed grinder in his plant at Pemberton, Ohio.

The Dodson (Ohio) Elevator Company has installed a vertical feed mixer.

A feed mixer has been installed in the plant of Fred Kile at Kileville, Ohio.

Ziegler & Schultz of Bucyrus, Ohio, have installed a feeder in their feed department.

The Okemah (Okla.) Mill & Elevator Company plans to install a mixing machine.

The Farmers Feed & Produce Company is operating its new plant at Batesville, Ind.

The Kellar elevator at Lafayette, Colo., has been equipped with a Jay Bee feed grinder.

J. Smith and associates will construct a dairy and poultry feed plant at Celina, Texas.

The Farmers Elevator Company will install a feed grinder in its plant at Kasbeer, Ill.

A feed grinder has been added to the Hudson Grain Company's plant at Pawnee, Okla.

A feed mixer has been installed in the plant of Fred Kalmbach at North Baltimore, Ohio.

The W. S. Harvel Seed Company has installed a feed grinder in its plant at Clewiston, Fla.

The United Hay Company plans to move its headquarters from Houston to Alvin, Texas.

Hamilton & Son have installed a vertical feed mixer in their plant at St. Louisville, Ohio.

The Kensington (Ohio) Supply Company has added a vertical feed mixer to its equipment.

A Jay Bee feed grinder has been installed in the plant of the Burt Grain Company at Galt, Iowa.

A feed grinder has been added to the equipment of the Napoleon (Ohio) Grain & Stock Company.

The Blackwell Produce Company of Nowata, Okla., had added a line of stock and poultry feeds.

A molasses mixer will be added this fall to the equipment of G. C. Bennett's plant at New Sharon, Iowa.

A motor-driven Haines Feed Mixer has been added to the equipment of F. J. Krob & Co. at Ely, Iowa.

The Hebron (Ind.) Feed Company has improved its equipment with a new model corn sheller and cracker.

A corn cutter and grader has been installed in the plant of the Indiana Flour & Feed Company of Muncie.

The Farmers Co-operative Elevator is equipping its plant at Grove City (Edinburg p. o.), Ill., with a feed grinder, crusher and motors.

A belt-driven Haines Feed Mixer has been installed in the elevator of A. Deeds & Son at Lancaster, Ohio.

Frank Kammerdiner, formerly with the Garrison Milling Company, has established the Alfalfa

Products Company at Oklahoma City, Okla. In addition to alfalfa products, molasses feeds will later be manufactured.

A belt-driven Haines Feed Mixer has been installed in the elevator of Charles Mann Company at Mayville, Wis.

The Posey Seed & Feed Company has opened for business at Mt. Vernon, Ind. Edward Winterheimer is manager.

A belt-driven Haines Feed Mixer has been added to the plant of the City Mills & Elevator Company at Winchester, Ind.

The Rabinovich Department Store is erecting a warehouse at Phillips, Wis., which will be equipped with a feed grinder.

The business of the Copra Milling Corporation has been acquired by the Spencer Kellogg Company of Buffalo, N. Y.

The Jewell (Iowa) Farmers Elevator Company plans further expansion, and will either remodel or rebuild its feed house.

The Plymouth (Wis.) Feed Company has been incorporated. Incorporators are C. H. Lee, E. W. Bohnsack and B. J. Heinzen.

The Blandinsville (Ill.) Farmers Elevator Company has recently installed a feed grinder and has erected a building to house it.

A motor-driven Haines Feed Mixer has been added to the equipment of Weidlocher & Sons Company, Inc., at Springfield, Ill.

The Amco Service Stores, Inc., chain store subsidiary of the American Milling Company, Peoria, Ill., has acquired the Southern Wisconsin Feed Company at Janesville, Wis. Carr & Conway Bros.,

McKenzie, N. D.—Fire destroyed one of the grain elevators of L. S. Heaton & Son.

Waldek, Sask.—Fire recently destroyed the elevator of the Victoria Elevator Company, Ltd.

Cottonwood, Minn.—Fire recently destroyed the elevator of A. E. Anderson. Insurance partially covered the loss.

Mounds, Okla.—Fire completely destroyed the Robert Powas grain elevator, including contents of grain, coal and machinery.

Chelsea, Okla.—Fire destroyed a large hay barn of the Stewart Hay & Grain Company on July 25. The structure will be rebuilt.

Toledo, Ohio.—Fire completely destroyed on July 28 the milling section of the Toledo Grain & Milling Company, causing a loss of \$400,000.

Rudolph, Ohio.—The Liberty Grain Company's elevator burned recently, with a loss of \$40,000 to

grain and building. It was insured for about \$30,000. The grain elevator, which was modern, was built a year ago.

Hillsboro, Texas.—Fire destroyed the plant of the Hillsboro Mill & Elevator Company on July 29. Dr. Bevell of Waco owned the plant.

Skeleton (Beason p. o.), Ill.—Fire recently destroyed the elevator of Messrs. Ford, Garrett and Harmon. The elevator was empty at the time.

Fort Worth, Texas.—Fire destroyed on July 28 the frame elevator and warehouse and damaged concrete tanks of the Smith Bros. Grain Company.

Hutchinson, Kan.—High water damaged the plant of the C. D. Jennings Grain Company to the extent of \$10,000. About 7,000 bushels of wheat were water-soaked.

Guyman, Okla.—Weakened by the strain of too heavy a storage of wheat, one of the bins of the

## FIRES—CASUALTIES



Panhandle elevator burst, spilling 2,000 bushels. The elevator was twisted several years ago by a severe tornado. The house will be repaired.

Bannister, Mich.—The office and lumber sheds of the Bannister (Mich.) Elevator Company were destroyed recently when a freight car was derailed near the plant.

Cuba, Ill.—Boys breaking into the Farmers Co-operative Elevator Company on a Sunday afternoon, recently damaged the machinery. A new cage will have to be installed.

Haskins, Ohio—A shed of the Haskins Farmers Grain Company burned July 2, causing a loss of \$1,000. The shed was leased to other interests and was the only loss to the grain company.

Offerle, Kan.—Herman Strohitz, manager of the Ralph Russell Grain Company, recently fell 25 feet, when a board on which he was standing gave way, and broke five ribs and suffered scalp wounds.

Berthoud, Colo.—Fire damaged the plant of the Berthoud Farm Products Company on July 23, causing a loss of approximately \$50,000. Insurance covered the loss. Plans are being made for reconstruction.

Spokane, Wash.—Fire did considerable damage to the grain elevators and warehouse of Boyd-Conlee on July 28. The loss, not fully checked, is estimated at from \$30,000 to \$60,000. The plant will be rebuilt at once.

Harvard, Ill.—An old grain elevator, built shortly after the Civil War, and unoccupied for the last several years, burned recently. F. J. and E. C. Hubbell converted the house, which was originally

built for a malt house, into a grain elevator and operated it for a number of years. James A. Keeler bought it in 1901 and used it for grinding feed until he moved to Sioux Falls, S. D.

Nashville, Tenn.—Fire swept the plant of the Nashville Warehouse and Elevator Company, on July 27, causing a loss to elevator and grain of around \$170,000. S. M. Allen, Jr., president, believes the elevator will be rebuilt shortly.

Berlin, Wis.—The elevator of Charles S. Morris, milling and grain company, was damaged by fire recently, causing a loss to the building of \$2,500, and to contents and equipment of about \$1,500. The building was insured for \$6,000, and the contents for \$5,000.

Conneaut, Ohio.—Fire caused by lightning, swept the plant of the Conneaut Grain & Feed Company, causing damage of \$10,000 to building and stock. The first floor of the elevator was damaged by water, and the upper floor was wrecked and gutted by the fire.

Milroy, Ind.—Grain storage unit and mill of Milroy Milling Company were destroyed by fire August 2. The loss is estimated at \$150,000, covered by \$95,000 insurance. Contents consisting of 1,000 pounds of flour, 25 tons of feed, 40,000 bushels wheat, and two cars of corn burned.

Bayard, Neb.—Fire recently burned the plant of the Sugar Valley Farm Elevator Company, causing a loss of \$20,000 to building and \$10,000 to grain. The elevator contained 10,000 bushels of grain. It was owned by W. H. Ferguson of Lincoln. Defective wiring is said to have caused the fire.

of the Inland Waterways Corporation, reiterates, in a recent statement, the plan which he introduced through the columns of this magazine about three years ago.

"From a practical standpoint," says Mr. Seaman, "large capacity elevators to house surplus grains should be located only at breaking points that lie in the direction of the ultimate market. Final transportation cost is the prime determining factor. Now that we have an assured line of carriers on our Mississippi system of rivers, serving the major agricultural section, a new base line for terminal elevators has been established. If export grain is stored at points east of river terminals it cannot then take advantage of the low barge rates, but if stored at rail-river crossings it can more economically be shipped either to the Gulf, or by rail or rail and water to domestic markets or to Atlantic ports as conditions warrant. Riverside elevators save the lost motion.

"This is the plan sponsored by the Iowa Bankers Association, and upon analysis it stands the acid test of workability. However, these hard-headed bankers have the further idea that, under any genuine farm relief plan, these elevators should be built, owned and operated 100 per cent by the Government itself under the warehousing division of the agricultural department, and that not only farm organization, but any independent farmer or dealer in grains—including Government stabilization organizations as well—should have equal access to the facilities so provided.

"The large capacity bonded riverside terminal elevators so contemplated would supplement the small country elevators, and in no way conflict with their operation by co-operative organizations."

#### SWISS REVISE THEIR GRAIN HANDLING SYSTEM

Switzerland's federal grain monopoly ended June 30, in conformance with that country's recent referendum to discard the wartime measure and replace it with a statistical basis of imports and exports, Assistant Trade Commissioner K. M. Hill, Berne, reports to the Department of Commerce.

The new law, assuring Switzerland a sufficient quantity of bread grain, is modeled very closely after the wartime measure. Many of the old provisions, such as the maintenance of grain reserves, the subsidy for domestic grain, protection of the domestic milling industry, and the intensive supervision of milling still remain. On the other hand, however, the mills are now able to purchase grain where and when they wish.

It has been thought best to require a certain reserve store of grain to meet any emergency which might arise. Thus, the government is bound to hold for its own account at least 3,000,000 bushels which, in addition to that carried by the mills and that provided from domestic sources, would provision the country for about three months.

The federal government plans to continue its policy of buying all native bread grain direct from the grower. The local farmers' societies will, however, act as intermediaries. All grain delivered to the Confederation, either f.o.b. car, at a mill, or nearby elevator, will be purchased at the average price of foreign grain of equal quality delivered customs paid at the Swiss border plus a bounty. On wheat, this bounty will amount to approximately 45 cents per bushel but the minimum price is fixed at \$2.11 per bushel and the maximum price at \$2.32 per bushel. Other grains will be subsidized on this basis with respect to their milling value.

#### Confederation Runs Elevators

The new regime will restore to the commercial mills the right to buy the greater part of their grain where they will. On the other hand, they will still be subject to certain regulations especially those concerning the storage of grain and the acceptance of domestic grain purchased by the Confederation. The commercial mills are also obliged by the new law to store, free of charge for the Confederation, 40,000 tons (1,500,000 bushels) of grain. The Confederation will also maintain, in its own elevators, another 40,000 tons.

## TRANSPORTATION

#### NEW WESTERN RATES AUGUST 15

Traffic sheets are on file at Olympia, Wash., for a new rate schedule, effective August 15, which will give that city rates on wheat, flour, etc., on the same basis as Tacoma and Seattle, from all points in the grain shipping district tributary to it.

#### SPRING MAY BRING FEDERAL DECISION ON HAY RATE CASE

Attorney S. J. Wettrick, Seattle, Wash., is filing a final hay rate brief on behalf of Pacific Northwest Dealers this fall, the time limit for filing being October 15.

After this and other reports are filed, it is expected that 30 to 60 days will be allowed for filing of exceptions to the examiners' report, with a final hearing before the Interstate Commerce Commission. With all of this red tape to be unwound and wound up again, it is doubtful that a final decision will be forthcoming until April, 1930.

#### COMMISSION DISMISSES GOLDEN STATE GRAIN FIRM'S COMPLAINT

The final report on the complaint of the Globe Grain & Milling Company, Los Angeles, Calif., against the Southern Pacific railroad, is announced this month by notice of dismissal from the Interstate Commerce Commission docket.

Combination rates charged by the railway on wheat and corn in carloads from points in Iowa, Kansas, and Colorado, twice stored in transit, and reforwarded to the grain company which reshipped it to California points as mill products, were declared reasonable. The grain and mill company claimed the rates were prejudicial, as well as unreasonable.

#### ST. LOUIS GETS RATE BREAK

Proposals of the Chicago, Rock Island & Pacific and the St. Louis-San Francisco Railway to increase the rates on grain and grain products transited at St. Louis and shipped to central and eastern points has been temporarily halted by the Interstate Commerce Commission, pending investigation.

The Commerce Commission, pending investigation. The proposed increased rates, which were to have become effective on August 17, were suspended from that date to March 17, 1930, in order that a thorough investigation might be made to determine the reasonableness of the change. A hearing was ordered, and will be set for some time next month.

#### NEW RATE WAR DECLARED IN NEW ORLEANS

A committee has been named to combat a recommendation made by an examiner of the Interstate Commerce Commission that the Texas & Pacific and the Louisiana & Arkansas railroads be required to charge higher rates on products shipped between New Orleans and Houston and Galveston. Should this method be adopted, it would mean that traffic and shipments of flour and other commodities handled to and from New Orleans to

points on these two railroads would move to and from Galveston, or be forced to pay a higher rate to move from New Orleans.

Members of the committee are Governor Huey P. Long, chairman; T. Semmes Walmsley, acting mayor; H. C. Couch, W. Irving Moss, Charles de B. Clairborne, Thomas F. Cunningham and W. L. Richeson, president of the New Orleans Board of Trade.

This committee was announced by Mr. Richeson after a mass meeting conducted July 31, called by the civic commercial interests of the city to organize and protect the port of New Orleans. At the meeting, Mr. Richeson was authorized to choose the committee which will endeavor to raise \$250,000 to pay the expenses of the campaign.

#### NEW PORT HANDLING CHARGES

As a result of the recent proceedings before the Interstate Commerce Commission and the Federal courts, in which the railroads were ordered to desist from absorbing labor charges for the loading and unloading of carload freight through terminal warehouses, the following rates for handling and storage became effective at Baltimore, Md., July 25:

Labor incident to unloading, including 48 hours' storage, 1 1/4 cents per 100 pounds of feeds and 50 cents per ton on hay.

Labor incident to warehousing and delivery to cars, 2 1/2 cents per 100 pounds on feeds and none on hay.

Storage per month, 2 1/2 per 100 pounds on feeds; 40 cents per ton on hay for first 10 days, 50 cents next 10 days and 30 cents for next five days. There is an outbound charge for loading hay into cars of 35 cents a ton.

#### RAIL ROUTES HAVE STORAGE TERMINALS; SO MUST WATERWAYS—SEAMAN

Maintaining that riverside elevators are a basic requirement for any program of farm relief, H. W. Seaman, of Clinton, Iowa, former board member

## FIELD SEEDS

#### CRIMSON CLOVER SEED MOVING VERY RAPIDLY

Crimson Clover seed continued to move rapidly in Tennessee during the four weeks ended July 23, says a Federal report of August 5. About 75 per cent of the crop had been sold up to that date compared with 25 to 30 per cent last year, 55 per cent two years ago and 10 per cent three years ago.

Prices to growers in Tennessee on July 23, ranged

mostly from \$10 to \$11.50 per 100 pounds basis clean seed and averaged \$10.70. These prices were the same as or slightly lower than the week before but averaged \$3.50 lower than a year ago. For country-run seed, growers received an average price of \$9.60.

Wholesale prices in eastern markets for old-crop seed ranged mostly from \$12 to \$13 per 100 pounds or about the same as a month ago, compared with \$17 to \$18.50 last year and the year before. New



crop seed for August delivery was offered at \$12. French exporters have reduced their prices following the somewhat larger production in central Europe than first expected.

Shippers report a preference by growers for domestic over foreign seed. During July 87,500 pounds were permitted entry, compared with 65,800 pounds last year.

## SEED NEWS FROM INDIANA

By W. B. CARLETON

The wholesale and retail seed dealers of Indiana report that trade during the past month has slumped some, but they are looking for some improvement in business after the first of September. The dealers are cheerful over the outlook and say that this year, taken as a whole, promises to be a better trade year than last. Prices have been well maintained.

Dealers are basing their opinion on a better business this fall on the fact that bumper crops are being grown all over the state and general business conditions, they say, are bound to show a change for the better.

\* \* \*

Jacob Hancock, a Pike county farmer living five miles north of Petersburg, who sowed 18 acres of Purkhoff wheat last fall against the advice of grain dealers, harvested one of the banner crops in southern Indiana this summer, when his 18 acres averaged 37½ bushels to the acre. Farmers who grew Purkhoff wheat are getting yields of from 15 bushels up. Increased acreage of Purkhoff wheat is looked for in many sections of southern and central Indiana this fall.

\* \* \*

Greater quantities of dodder, a noxious weed, than ever existed in southwestern Indiana now are being found in this district of the state. It has made its appearance on many farms where it has never been seen before, according to John F. Hull, county agricultural agent of Vanderburgh county, who has issued a warning to the "pocket" farmers. Dodder is a parasitic plant that lives chiefly on legumes. It is carried into fields generally in Clover seed, and grows into a tendrillike vine that continues to grow and spread until it generally covers a great area of the plants.

\* \* \*

A series of alfalfa field meetings in various parts of Crawford County, is being planned by S. B. Scott, of English, the county agricultural agent of the county. Two meetings already have been held with good results. Scott says that plots of alfalfa sown in Crawford county last year have yielded well and in his opinion the soil of Crawford county is well adapted to the growing of alfalfa and it is expected the acreage will be increased in that section of the state.

\* \* \*

Johnson County's mammoth wheat crop has been taxing the capacities of elevators in that county during the past several weeks and on some days certain elevators were unable to receive wheat because of the fact that they were filled up.

\* \* \*

Louis L. Kindermann, seed dealer of Boonville, is expected home soon from Jenkins, Minn., where he spent the heated season on the lakes. Mr. Kindermann has been spending his summers at Jenkins

for several years past. His health has been poor for the past year, but he has written his friends in Boonville that he is improving.

\* \* \*

The Worthington (Ind.) Grain Company completed a new addition, 36 by 48 feet. The company handles feed and seeds.

\* \* \*

Mrs. Nora McCarthy Bryant, 79 years old, widow of Alfred A. Bryant, who for a number of years owned and managed a feed and seed store at Mt. Vernon, died recently at her home in that city after an illness of about six months.

\* \* \*

The Posey Seed and Feed Company has been opened in the Lichtenberger Building at Walnut and Second Streets, Mt. Vernon, Ind. Edward Winterheimer, who for several years was associated with the J. A. McCarthy Seed Company at Evansville, is manager of the new company. He is well and favorably known to the trade in southern Indiana. Mr. Winterheimer says he is anticipating a good fall trade in the seed line.

## "SEED PUBLIC" NOT YET EDUCATED TO STAINING LAW

From inquiries which various state seed commissioners report, it is evident that there still are many seed buyers, and even some seed dealers, who misunderstand or misinterpret the Federal seed staining statutes. The staining provisions are operative under the Federal Seed Act, as amended in 1926.

Seed that is stained red or orange red has either been shown to be unadapted to the conditions of the United States, or is of unknown origin. As a general rule, therefore, such staining is a danger signal.

In the stop-and-go-light code of seed stains, green indicates seed of known origin which has not been proven incapable of being Americanized. Such seed may or may not be satisfactory.

Seed of alfalfa grown in Africa or Turkestan or seed of Red clover grown in Italy is prohibited entry at our ports unless 10 per cent of the seed is stained red. Likewise, under the seed law amendment, alfalfa or Red clover seed of uncertain origin must have a 10 per cent red stain.

Seed of alfalfa or Red clover grown in Canada is prohibited entry unless 1 per cent of it is stained "iridescent violet." Orange-red is the South American index.

## DROUTH CHECKS SEED TRADE

By C. K. TRAFTON

Taken as a whole, the month under review in the New York seed market was rather disappointing, although a brief period of fairly active dealings created a belief at one time that the summer favorites would open their season in a normal way. To a large extent, however, this represented eleventh-hour buying by dealers who had permitted their stocks to become unduly low and as soon as this demand was satisfied business again became of barely normal volume. "Not so bad" seemed to be about the best that could be said for it.

The prolonged drouth prevailing over wide areas was undoubtedly mainly responsible for the lack of a normal business, although in some cases buyers were holding off in expectation of lower prices with the advent of new crops. At the same time, while shading of prices on certain varieties stimulated buying to some extent, many sellers remained steady in their views, believing that it was only a question of time when a normal business would

develop and that supplies in some cases would prove to be inadequate.

However, price-lists submitted by leading distributors show more advances than declines in comparison with the quotations current a month ago.

Crimson Clover was somewhat of a disappointment. For a time a fair business was doing with buyers who found themselves in need of immediate supplies and were unable to wait for new crop arrivals from abroad. However, as this was expected early in August, buyers generally preferred to hold off and hence business was reported as not quite up to normal in spite of a steady shading of prices which finally brought them down to a new crop basis.

## SEED NOTES FROM MILWAUKEE

By C. O. SKINROOD

Wisconsin will have fine seed grain this year according to Prof. R. E. Vaughan, plant disease specialist at Madison. He declared that for the most part this state will have a smut-free crop of seed grain. In Richland County alone he reports that more than 26,000 bushels of oats seed had been treated for smut. From all corners of the state comes a demand for smut-treating facilities.

\* \* \*

The Red Clover seed crop is expected to be very abundant, according to the leading seed handlers of Milwaukee. While it is a little too early to tell just how big the harvest will be the prospects are very bright at this writing.

\* \* \*

The outlook is also for a large crop of Timothy seed, according to the Milwaukee seed handlers. Both from Iowa, Minnesota, and other states come reports that the Timothy seed yield is going to be very fine after the abundant rains last spring which gave the Timothy an excellent start. The Timothy seed is going to be threshed very soon, the seed handlers say, so that the crop is now practically made. One important fact in judging the Timothy seed market of the future, however, is the fact that there was a light carry-over of this crop from last season. So the total supply of such seed may not be excessive after all.

\* \* \*

The one seed which can be judged very closely at this time is Alsike, according to the local seedsmen. There will be plenty of this class of seed this year but there is one important reservation and that is the quality of the seed. While many lots examined are of very excellent quality, there is a high proportion of mixed seed. Hence only a fraction of the total supply can be said to be first class seed.

\* \* \*

The Sweet Clover crop is not going to be as large as expected; that is the verdict of Milwaukee seedsmen. They report that last season Sweet Clover was so abundant and so low priced that many farmers were discouraged by the small returns. Hence they are not going to raise so much of it this year. The prices range for the present around \$8.25.

\* \* \*

R. E. Vaughan, expert of the Wisconsin College of Agriculture, is making a special study of peas for seed, trying to eliminate some of the diseases which tend to cut down profits. He reports that he has been able to raise brands of peas which have a very high degree of resistance against root wilt.

## BUR CLOVER SEED TRADE DULL

Movement of Bur Clover seed from the hands of growers has been slower than a year ago, when the crop moved faster than usual. Shippers reporting to the United States Bureau of Agricultural Economics indicated that about 30 per cent of the crop had been sold by growers up to the latter part of July, compared with 60 per cent last year and the year before on corresponding dates.

Movement was slightly faster in South Carolina than in Georgia. Mostly \$8 per 100 pounds was offered to growers for screened seed, compared with \$10 last year and \$9 two years ago.

## "ABRUZZI" RYE SEED DEALERS CALLED TO ACCOUNT

The Virginia Department of Agriculture, in cooperation with the Federal seed laboratory and the Virginia Crop Improvement Association, has sponsored a series of conferences with seedsmen, grain dealers and brokers, for the purpose of preventing further sales of common western rye seed under the name of Abruzzi rye.

For several years, the officials claim, there have been shipped into Virginia and other southeastern states, by grain dealers, carload after carload of so-called Abruzzi rye. This rye has been quoted at prices ranging from 25 to 30 cents per bushel less than genuine Abruzzi rye could be bought, and yet at a large premium over the market for Rosen, common western and other less desirable varieties not adapted to Virginia conditions.

A large portion of this so-called Abruzzi rye has been shipped out of Nashville, Tenn. An investigation made by the seed laboratory of the United States Department of Agriculture of the grain in-

**FLOUR MILL MACHINERY—FEED  
MILL MACHINERY—GRAIN ELE-  
VATOR EQUIPMENT—TRANSMIS-  
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A 70-Page Book

That answers over 154,000 questions on Grain Weights, Measures, Prices, etc. Written by a grain and coal man for practical grain men. Eliminates all division in the grain and coal business. No weights too large for these tables.

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PRUNTY SEED & GRAIN CO.  
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## Miscellaneous Notices

### PRICED TO SELL

Milling, feed and coal business. Electric machinery. No trades. BERT ROWE, Kent, Ill.

## For Sale

### MACHINERY

#### OIL ENGINES

32-page Bulletin of Bargains just issued. Rails, Equipment, Heavy Machinery, Track Scales, Etc. ZELNICKER in ST. LOUIS.

#### CLEANER WANTED

We want to buy immediately a good A. T. Ferrell Clipper Cleaner. What have you, and what is your price? WISCONSIN POP CORN CO., Waterloo, Wis.

#### FOR SALE

Car loader, air blast new; very best on the market. Reasonable. Write or wire STANDARD MILL SUPPLY COMPANY, 502 Waldheim Bldg., Kansas City, Missouri.

#### FOR SALE

Pulleys, 1,000; all sizes, solid cast iron, wood and steel split. Elevator belts and buckets and supplies. STANDARD MILL SUPPLY COMPANY, 502 Waldheim Building, Kansas City, Mo.

## ELEVATORS AND MILLS

### FOR SALE CHEAP

Chicago Terminal Elevators, capacity 125,000 bushels. TERMINAL ELEVATORS, Box 2, care AMERICAN ELEVATOR & GRAIN TRADE, 431 South Dearborn St., Chicago, Ill.

### FOR SALE IN CENTRAL ILLINOIS

Middletown, Croft, Barr and Sweetwater country elevator business. FERNANDES GRAIN COMPANY, Springfield, Ill.

### PRICED RIGHT FOR QUICK SALE

Excellent 18,000-bushel iron clad elevator with sidelines of coal and feed. Electrically equipped. Located 50 miles from Omaha, Nebr., in southwestern, Iowa. GRISWOLD CO-OPERATIVE ASSOCIATION, Griswold, Iowa.

### NET PRICES—HIGH GRADE RUBBER BELTING NOW IN STOCK

Inch	2 ply	3 ply	4 ply	5 ply	6 ply
1 1/4	\$0.06	\$0.06	\$0.07		
1 1/2	.07	.08	.09		
1 3/4	.08	.09	.11	\$0.14	
2	.10	.11	.13	.16	
2 1/4	.12	.14	.17	.21	\$0.21
2 1/2	.13	.15	.17	.21	.25
3	.15	.17	.20	.25	.30
3 1/2	.17	.20	.23	.29	.34
4	.19	.21	.25	.31	.37
4 1/2		.24	.28	.35	.42
5		.26	.31	.39	.46
6		.31	.37	.46	.55
7		.37	.43	.54	.65
8		.40	.46	.58	.70
9			.52	.65	.78
10			.58	.72	.87

PRICES FOR WIDER BELTS AND FOR 7 TO 10 PLY ON APPLICATION

WE ALSO CARRY IN STOCK A COMPLETE LINE OF HANGERS, SHAFTING, WOOD AND STEEL PULLEYS, NEW AND USED LEATHER BELTING, MOTORS, GENERATORS, AND A FULL LINE OF MILL AND ELEVATOR SUPPLIES.

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spector's office at Nashville showed there was no Abruzzi rye shipped into Nashville as such, but that hundreds of cars of Abruzzi rye had been shipped out of Nashville to points in Virginia and adjoining states. This rye has been found on sale in Virginia with "analysis tags" of Nashville firms attached to the bags prominently marked "Abruzzi rye." In many instances it has been found that this rye originated in Kansas City, St. Louis, Omaha and other western grain terminals. As far as the Virginia department is informed and from information obtained through the Department of Agriculture, Abruzzi rye is not produced in the sections of the country from which these shipments originated.

The situation is somewhat difficult to handle because of the difficulty of making a positive identification from an examination of the seed. Certain impurities are found in this western rye which do not appear in the Abruzzi type and indicate its origin with certain limitations.

However, since Abruzzi rye is not produced except on the eastern seaboard there is no economic reason why it should be found in Nashville and other midwestern points and hundreds of cars shipped back into the producing area. As an example of what has been going on, W. L. Goss of the seed laboratory of the Department of Agriculture exhibited an interesting collection of 13 samples of rye which had been grown at the experiment station near Charleston, S. C.

With two exceptions the samples were collected from commercial stocks found on sale as Abruzzi rye. One sample furnished by Dr. Leighty of genuine Abruzzi rye of known origin and another sent by a dealer for identification which proved to be this variety. Of the remaining 11 none were found to be Abruzzi rye as claimed.

### GOLFERS TO BENEFIT BY GREEN SEED TRIALS

This summer, C. A. Tregillus, war veteran, Canadian, and seed connoisseur extraordinary, is smoking his pipe, sorting seeds, conferring with Albert D. Lasker, his millionaire employer, and deciding what seed is the right kind for golf greens. An 18-hole course at Lake Forest, near Chicago, is the scene of this vast experiment, according to Arthur Wild, who gives full details in a story copyrighted by the Chicago Daily News.

Fifty experimental greens are under observation to make the world safe for sinkers of long putts.

The thoroughness of the tests is indicated by the variety of seed brought to the Lake Forest estate. There are seeds from Breslau, Vienna, Darmstadt, Hamburg, Aschlenburg, England, Czechoslovakia, and New Zealand, and stolons (growing turf) from Prince Edward Island, Pennsylvania, Massachusetts, and a dozen other states.

The best of seeds will produce turf subject to "brown patch." This can best be combatted, says Mr. Tregillus, by "organic or inorganic mercury which can be bought from seed stores."

### SEED OATS MARKETED AT USUAL RATE IN SOUTH

Movement of seed oats in the South was about the same as last year and the year before. Around 30 per cent has been sold by growers, according to the August report of the Government. Movement was most rapid in Oklahoma where 65 per cent to 70 per cent of the crop had left the hands of growers and the slowest in North Carolina where 10 per cent to 15 per cent had been sold by the first of August. In Texas about 30 per cent and in Tennessee, Georgia, South Carolina, Alabama and Mississippi 20 per cent to 25 per cent had been sold.

The quality of the crop was reported as good in South Carolina and Mississippi and fair to good in most of the other states. Prices offered to growers are lower than a year ago but about five cents per bushel higher than a month earlier.

### WHAT DOES A SEEDSMAN'S GUARANTEE GUARANTEE?

The answer to the above question would vary according to different state laws, but the guarantor always should be explicit, in any case, regarding whether his guarantee covers simply the matter of germination, or of yield.

Discussing this question in the garden and field seed journal *Seed Trade News*, J. J. Augustus introduces the strange case of the Pollywog Seed Company and a credulous Mr. Davidson. The argument started over some Early Murdock seed corn.

It was advertised in a catalogue with an alluring preface which read something like this:

"Our seeds are good and we want every purchaser to know, as near as possible, just what he will get when he sends his order. All seeds are thoroughly tested. The value of tested seeds cannot be overestimated. You are assured that the seeds are full of life and, with normal conditions you will get a perfect stand of plants that will be a pleasure to watch grow instead of a disappointment. We guarantee all seeds sent out from this

## ELEVATOR, FEED MILL & WAREHOUSE

IN KANSAS CITY,  
MISSOURI

For sale at Public Auction for cash to the highest bidder at 21st and Manchester St. on Monday, September 16, 1929, at 2 o'clock P. M.

CONCRETE ELEVATOR—7 bins, equipped with hopper scales, Chop Mill, Oat Crimper, Cleaners, Power Shovel.

MIX FEED PLANT—13 overhead bins, each equipped with percentage mixer driven by Draver Master Drive.

1 GRUENDLER HAMMER MILL—direct connected with 40 H. P. Motor.

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COMPLETE MOLASSES FEED PLANT—capacity 150 tons.

2 LARGE WAREHOUSES—capacity 400 cars.

3 SWITCH TRACKS—capacity 30 cars.

6 MOLASSES TANKS—capacity 29 cars.

1—60 H. P. LOCOMOTIVE TYPE BOILER.

Situated in Kansas City Switching district with ample ground for expansion.

Completely equipped, with motors, pulleys, shafting and belting, all ready to go.

Large part of this plant recently installed new and was lately appraised by well known Engineers in excess of \$100,000 exclusive of land.

This is an unusual opportunity to acquire a property possessing every advantage and requirement at an unheard of price.

All information with complete inventory available by addressing Harry A. Bergh, 302 Keith & Perry Bldg., Kansas City, Missouri. Halbert H. McCluer, Trustee, Davidson Mill and Elevator Company, operating also as U. S. Feed Mills Company. Bankrupt.



house. All seeds are carefully tested by us before shipment is made. Therefore we are perfectly willing to guarantee a satisfactory test. Ten days after you receive the goods will be allowed for you to make a thorough test. Test them any old way you like and, if not satisfied, let us know and we will refund your money."

Davidson, after reading the above and other parts of the catalogue felt quite sure that the seed was "guaranteed" and purchased some Early Murdock seed corn. He planted it without making any test whatever. He alleged that the planting was done in a reasonably careful manner; that it was done in the proper time of the year; that the ground in which it was planted was properly prepared for the planting and that the weather and other conditions were favorable to the germination of corn. Notwithstanding all these things, only a very small percentage of the corn ever germinated or grew. Was he entitled to damages?

Davidson's attorney argued that the corn having been sold for seed, there was an implied warranty that it was suitable for the purpose for which it was sold, or, in other words, that it would grow when planted. He also argued that there was an express warranty as to the quality, kind and fitness of the seed corn and pointed to the language in the catalogue as the basis of his contention.

## WHAT THE JUDGE SAID

The judge said, however, that as he understood the language of the catalogue the seed house "guaranteed" that the corn would test satisfactorily, not that it would grow if planted in the field. The seed house would be willing to refund the purchase money in case the seed would not test satisfactorily but it would not be willing to warrant that it would grow when planted in the field and become liable for the value of a field of corn in case the seed did not grow. The seed company expressly limited its liability to the amount of the purchase money. What Davidson understood to be a guarantee of the corn was simply a warranty as to the results of a test. The judge further said that Davidson had it in his power to protect himself from any loss whatever except the trifling expense of testing the corn. Had he availed himself of his rights by testing the corn within ten days after he purchased it, he would have ascertained that it was not fit for seed. Having failed to make the test of the seed as provided for in the contract, and having planted the same without testing it, he assumed the risk of its germinating qualities, and the seed company was relieved of further liability.

## SEED RYE MOVING SLOWLY

Movement of seed rye in the South has been at about the same rate as a year ago. Up to July 23 about 20 per cent of the crop had been sold by growers. Movement was slightly faster in North Carolina and Tennessee than in South Carolina and Virginia.

Prices offered to growers showed but slight

changes from those of a month earlier. On July 23, growers were receiving mostly \$1.50 to \$1.75 per bushel in South Carolina and Virginia, \$1.25 to \$1.50 in North Carolina and \$1.15 to \$1.40 in Tennessee.

## MORE CLEANING EQUIPMENT NEEDED OF HOOSIER SEED HOUSES

During the last fiscal year for which Indiana seed inspectors report, seed samples proved to be of higher quality than in preceding periods. There is room for improvement, however, according to the official analysts. More thorough cleaning is the most urgent need, they say.

The average number of noxious weed seeds is very high in a number of classes of seed, and reflects only partial cleaning. The ratio of noxious weed seeds per pound, in one class, ranged from 0 to 76,941 per pound. Refunds during the year amounted to \$509, paid by seedsmen to consumers.

## DUST FOR SEED LUBRICATION

Experiments with two special seed dusts for use in corn planting, have been completed in Michigan. The effect of the dust on the seed plates and the accuracy of the drop from the corn planter, were noted. In both cases, the dust seemed to have a lubricating rather than a harmful effect on the seed plates, but the reduction in the accuracy of drop was 5.5 per cent with "Boyer" dust, and 9.7 per cent with "Semesan Jr."

## SOY BEAN SEED FOR CORN LAND

Soy bean seed can be depended upon to thrive under any climatic conditions which will produce corn, and that takes in a lot of territory. Furthermore, dealers handling soy varieties may well emphasize that soy beans will grow in soils where Red Clover, Alfalfa, or Sweet Clover would fail. So the soy crop is an important factor in soil building and crop rotation. In changing from corn to wheat, a crop of soy beans improves the wheat's chance.

It is now estimated that 3,500,000 acres were planted to soy beans last year. No other crop has experienced an equally rapid increase in production. It has increased practically four to five fold in eight years, from a production of 2,225,000 bushels in 1920, to 10,000,000 bushels in 1928.

Manchu, Illini, Mansoy, Dunfield, or A. K. soy bean seeds continue to be the leading varieties pushed by dealers. However, any yellow variety may be used.

## FESCUE SEED MOVES SLOWLY

Movement of meadow fescue seed from the hands of growers had not started up to August 6, according to information obtained by the United States Bureau of Agricultural Economics. Last year about 5 per cent of the Kansas crop and the bulk of the Missouri crop had been sold up to a corresponding

date. About the same movement took place two years ago.

Prices to growers had not been established up to August 6. Growers received mostly 10 cents per pound, basis clean seed, last year, six cents to eight cents two years ago, 15 cents three years ago and eight cents four years ago on corresponding dates.

Threshing had just started in some localities, but shippers generally confirmed earlier reports that the quality would be fairly good.

The Reuter Seed Company, Inc., of New Orleans, La., will open a branch in Crystal City, Texas.

The Ouren Seed Company of Council Bluffs, Iowa, has recently purchased the Keyes Manufacturing Company building which it is remodeling into an efficient feed plant.

I. N. Simon & Son, seed dealers of Philadelphia, Pa., have opened a branch house in Mercedes, Texas. This branch will serve Texas, Arkansas, Mississippi and Alabama.

The J. Bolgiano Seed Company, Inc., of Baltimore, Md., which was found insolvent on July 18, is being operated for 30 days by a receiver, at the end of which time it will be dissolved.

The Gurney Seed & Nursery Company plans to open a store in Mitchell, S. D., similar to one at Yankton. It is possible that the company will establish a chain of stores throughout the state.

Permit has been granted the Binding Seed & Feed Company, Tulsa, Okla., to build an addition to its present plant. Construction will start shortly and will be completed in time for the 1930 grain crop.

George Ostrander, president, has disposed of his interest in the Fredonia (N. Y.) Seed Company, and has presented considerable of the stock to his early employees. He will continue his interest in the Good Seed Company. George Weaver, manager, and H. F. Lupean, treasurer, of the former company, secured considerable of Mr. Ostrander's stock.

A new building, 40 by 60 feet, for drying seeds, is being built at Valley, Neb., for the J. C. Robinson Seed Company. The building will be four stories and of modern cinder block construction. Bins for 11,000 bushels of corn will be included. A boiler and a Hess dryer will be installed. This addition will triple the company's capacity for handling and drying corn.

Involuntary bankruptcy proceedings have been instituted in the federal court at Pittsburgh, Pa., against the Farmers Feed & Lumber Supply Company of Scalp Level, Pa. C. R. Myers of Ebensburg, Pa., is referee in bankruptcy.

A petition in bankruptcy has been filed by C. B. Abraham, operating as the Amity (Ore.) Seed & Grain Warehouse, showing liabilities of \$28,446 and assets of \$39,438. It is thought that he will pay 75 cents on the dollar.

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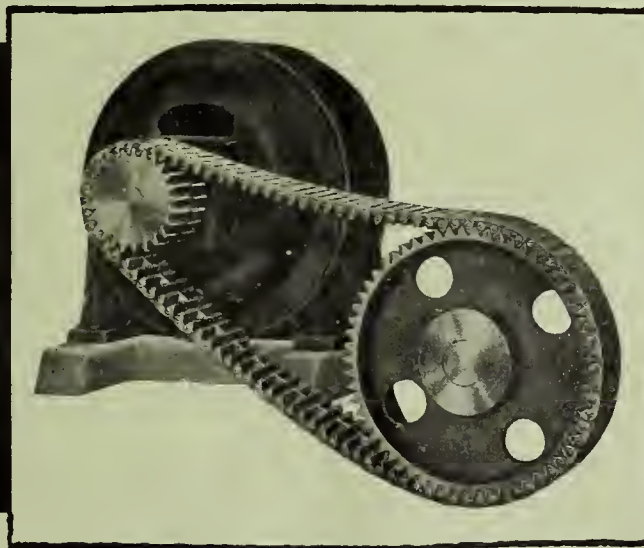
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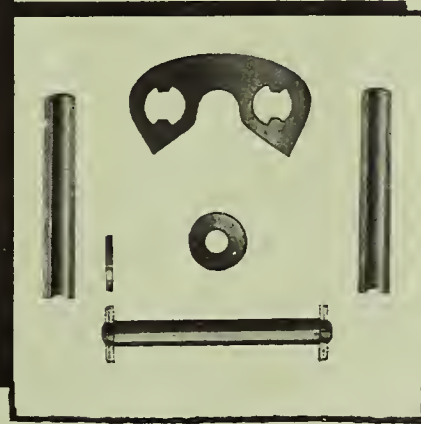
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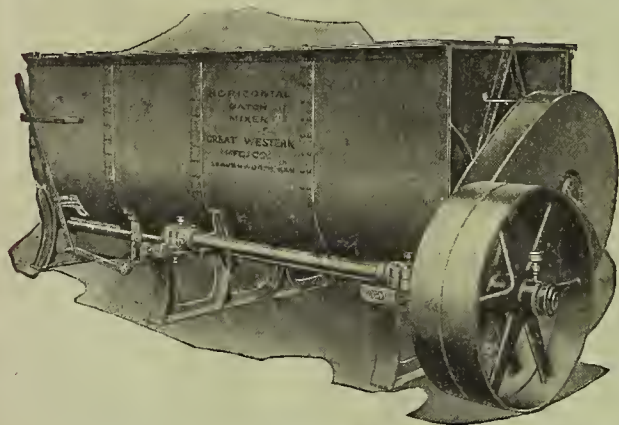
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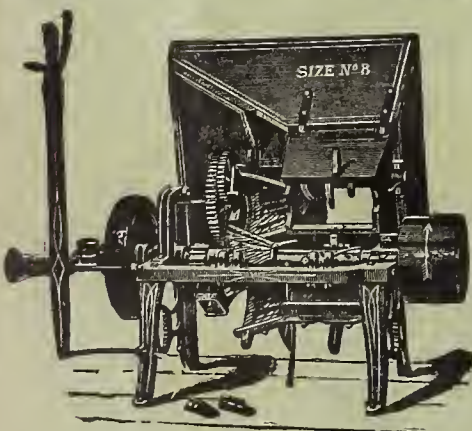


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